

Notice of Meeting:

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

Date: Wednesday 2 September 2026
Time: 9:00 a.m.
Venue: Council Chamber, Dunedin Public Art Gallery, the Octagon, Dunedin
YouTube Link: 2 September 2026
<https://youtube.com/live/kqR792IKlLo?feature=share>
3 September 2026
<https://youtube.com/live/Ve7nYuGpJiU?feature=share>

Sandy Graham
Chief Executive Officer

Council
PUBLIC AGENDA

MEMBERSHIP

Mayor	Mayor Sophie Barker	
Deputy Mayor	Cr Cherry Lucas	
Members	Cr John Chambers	Cr Jo Galer
	Cr Christine Garey	Cr Doug Hall
	Cr Marie Laufiso	Cr Russell Lund
	Cr Mandy Mayhem	Cr Benedict Ong
	Cr Andrew Simms	Cr Mickey Treadwell
	Cr Lee Vandervis	Cr Steve Walker
	Cr Brent Weatherall	
Senior Officer	Sandy Graham, Chief Executive	
Governance Support Officer	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.

ITEM	TABLE OF CONTENTS	PAGE
1	Opening	4
2	Public Forum	4
3	Apologies	4
4	Confirmation of Agenda	4
5	Declaration of Interest	5
6	Confirmation of Minutes	15
6.1	Ordinary Council meeting - 22 July 2026	15
6.2	Ordinary Council meeting - 3 August 2026	31
6.3	Ordinary Council meeting - 13 August 2026	36
REPORTS		
7	Climate Adaptation and Resilience Programme Options Report	48
8	Dunedin City Emissions Targets Options Report	62
9	Carbon Removals Partnership Pilot	97
10	Review of Alcohol (Control of Alcohol in Public Places) Bylaw	109
11	Submission - Residential Tenancies (Registration of Boarding House Landlords) Amendment Bill	181
12	Notice of Intent - Draft Hereweka Harbour Cone Management Plan	189
13	Notice of Intent - Consultation on Proposed Speed Limit Changes	197
14	Ōtepoti Pathways - DRAFT Dunedin's Walking, Wheeling and Cycling Strategy 2026 - 2057 - Upcoming Public Consultation	210
15	New Road Names Assigned from Road Name Register	256
16	Proposed Event Road Closures	265
NOTICE OF MOTION		
17	Notice of Motion - Exploring a Strategic Partnership with an Indian city.	271
18	Notice of Motion - Social Housing	273
RESOLUTION TO EXCLUDE THE PUBLIC		275

1 OPENING

Rev Adam Baker, Dunedin Methodist Parish, will open the meeting with a prayer.

2 PUBLIC FORUM

AT THE CLOSE OF THE AGENDA, REGISTRATIONS FOR THE PUBLIC FORUM WERE STILL BEING RECEIVED. SPEAKERS WILL BE CONFIRMED ONCE REGISTRATIONS CLOSE, WHICH IS 24 HOURS PRIOR TO THE MEETING – AT 9.00 AM ON TUESDAY 1 SEPTEMBER 2026.

3 APOLOGIES

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

4 CONFIRMATION OF AGENDA

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

DECLARATION OF INTEREST

EXECUTIVE SUMMARY

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

RECOMMENDATIONS

That the Council:

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

Attachments

	Title	Page
↗A	Elected Members' Register of Interest	6
↗B	Executive Leadership Teams' Register of Interest	14

Council Interest Register 26 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	Ōtākou 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.
	Member	Theomin Gallery Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Christine Garey	Trustee	Garey Family Trust - Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Daughter employee	Halo Project	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Ashburn Hall Charitable Trust Board	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Performing Arts Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Sophia Charter (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	St Paul's Cathedral Foundation (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	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.
Cr Doug Hall	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	Puketai Residential Centre Liaison Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Cherry Lucas	Trustee	Otago Farmers Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Partner	Southway Enterprises	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Shanghai Association (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tūhura Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtepoti Dunedin Destination Management Plan Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Airport Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	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	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.
	Member	Blueskin Bay Watch	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Benedict Ong	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Listed Stocks	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Prospective purchaser of a Council-owned property	Submitted a bid for the purchase of 231 Stuart Street, a Council-owned property	Financial interest identified	Must not participate in any consideration, discussion or decision-making relating to proposals received through the Request for Proposal process for 231 Stuart Street. If the matter is considered in public excluded session, must leave the meeting room for the duration of the item.
	Director/Shareholder	Benedict Ong Social Enterprise Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Andrew Simms	Director	Landseer Motor Investments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Landseer Motor Investments Auckland Limited t/a Andrew Simms - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Stephen Duff Motors Limited t/a Andrew Simms Dunedin - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Three Diamond Automotive t/a Ralliart NZ - Race car preparation	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Finance Limited - Financial Services	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	The Landseer Group Limited - Investments	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Otago Motorhome Centre Limited - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Landseer Motor Investments Henderson Limited - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Andrew Simms (cont)	Director	Landseer Motor Investments Moorhouse Limited - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Minaret Property Investments Limited - Property Investment	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	The Newfoundland Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	The Moturata Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Trails Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Cricket Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	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 Otago 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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Lee Vandervis (cont)	Member	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Steve Walker	Trustee	Dunedin Wildlife Hospital Trust	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	Orokonui Ecosanctuary	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Sea Lion Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Justice of the Peace		No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Predator Free Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Edinburgh Sister City Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	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.

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

Executive Leadership Team - Register of Interest - current as at 25 August 2026					
Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Sandy Graham	25/07/2019	Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	25/07/2019	Member	St Clair Golf Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	12/11/2025	Family member	Family member works for the DCC	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Nicola Morand	9/05/2022	Owner	Residential Property Dunedin	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	9/05/2022	Owner	Residential Property in Otago	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	9/05/2022	Partner	Morand Painting & Decorating	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	12/11/2025	Member	Te Runanga o Otakou	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	12/11/2025	Member	Kati Huirapa Runaka ki Puketeraki	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	12/11/2025	Family member	Family member works for the DCC	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
Scott MacLean	23/01/2024	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	23/01/2024	Trustee	Te Poari a Pukekura Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	23/01/2024	Spouse is Chair	Dunedin Wildlife Hospital Trust (DWHHT)	DCC has funded the DWHHT	Take no part in discussions or decision making about the Trust or participate in any transactions between the Trust and DCC.
	19/05/2006	Family member	Family member works for the DCC	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	6/05/2026	Family member	RB Recruitment	No conflict identified	Will not take part in any transactions with this company
Carolyn Allan	1/03/2024	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	1/03/2024	Owner	Residential rental property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	1/03/2024	Member	Mountain Bike Otago	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Paul Henderson	15/01/2025	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	15/01/2025	Playing Member	Dunedin City Royal Football Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	10/10/2025	Navigator Member	Taituarā	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	10/10/2025	Partner	Ruru Workplace Solutions Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Mike Costelloe	10/10/2025	Owner	Residential properties x 2	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

CONFIRMATION OF MINUTES

ORDINARY COUNCIL MEETING - 22 JULY 2026

RECOMMENDATIONS

That the Council:

- a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 22 July 2026 as a correct record.

Attachments

	Title	Page
A↓	Minutes of Ordinary Council meeting held on 22 July 2026	16

Council MINUTES

Minutes of an ordinary meeting of the Dunedin City Council held in the Council Chamber, Dunedin Public Art Gallery, the Octagon, Dunedin on Wednesday 22 July 2026, commencing at 9.01 am

PRESENT

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

IN ATTENDANCE

Sandy Graham (Chief Executive), Carolyn Allan (Chief Financial Officer), Jeanine Benson (Acting General Manager City Services), David Ward (General Manager 3 Waters, Property and Urban Development), Nicola Morand (Manahautū - General Manager Community and Strategy), Paul Henderson (General Manager Corporate and Regulatory Services), Mike Costelloe (General Manager, Arts, Culture and Economic Development), Anna Nilsen (Group Manager Property), Simon Spiers (Team Leader Regulation Management), Ian Martin (Principal Advisor Road Safety), Janet Young (Transport Analyst), Rose Wunrow (Policy Analyst – Transportation Regulation), Janet Fraser (Corporate Planner), John McAndrew (Head of 3 Waters), Rory McLean (Senior Policy Analyst) and Robyn Dillon (Manager Governance).

Governance Support Officer	Lynne Adamson
-----------------------------------	---------------

1 OPENING

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

Crs Jo Galer and Russell Lund entered the meeting at 9.05 am.

2 PUBLIC FORUM

There were 10 speakers in the Public Forum.

Cr Benedict Ong entered the meeting at 9.06 am.

2.1 Mike Taylor

Mr Taylor, Firefighter and Secretary of the Dunedin Branch of New Zealand Professional Firefighters Union spoke of the ongoing strikes by firefighters, the issues that they were raising and how they affected Dunedin. He was gathering support for a petition asking for accountability from FENZ and the Government.

Mr Taylor responded to questions.

2.2 Peter Foster

Mr Foster spoke of the Zero Carbon work and commented that he believed there was no need for the work to continue as he believed there was evidence that there has been no increase in any form of extreme weather.

2.3 John Burnip

Mr Burnip spoke on the petition which requested a speed limit reduction on the Brighton - Taieri Mouth Road. He commented on the methods used to gain signatures and that they were far in excess of those who lived on the road or in Taieri Mouth and he questioned if any had travelled the road at the proposed speed limit.

Mr Burnip responded to questions and thanked Councillors and staff for their support.

2.4 Raewynne Pedofski

Ms Pedofski spoke to her pre-circulated information on the proposed reorganisation of Local Government Entities. She commented that as the largest city in the South Island, and the one who has made significant progress in 3 Waters, Dunedin could go it alone if necessary.

Ms Pedofski responded to questions.

2.5 Robyn Vintiner

Ms Vintiner spoke on the amalgamation process of Local Government Entities. She then spoke about the South Dunedin flooding issues and requested that the Otago Regional Council and the Dunedin City Council urgently proceed with a pipes and pumps drainage investigation for South Dunedin.

Ms Vintiner requested that research undertaken on the amalgamation be shared with the community.

Ms Vintiner responded to questions.

2.6 Dr Jen Purdie

Dr Purdie (University of Otago Climate Scientist) outlined her background and research she had undertaken and the results. She spoke on climate action and thanked Council for the work undertaken to date. Dr Purdie encouraged the council to remain ambitious in its emissions reduction targets.

Dr Purdie responded to questions.

Moved (Mayor Sophie/Cr Cherry Lucas):

That the Council:

Extends the Public Forum

Motion carried

2.7 Bridie Lonie

Ms Lonie advised that she was a member of the organisation Senior's Climate Action Network which ran monthly presentations on climate change and its implications which were published to their website. Ms Lonie said councillors needed to show leadership on climate change action.

Ms Lonie responded to questions.

2.8 Matt Greene

Mr Green spoke on the Zero Carbon Plan. He commented that net zero emissions alone would not stabilise the long term damages, global emissions would need to become net-negative and remain so for centuries according to recent studies. Mr Green provided statistical information in support of his comments and urged Councillors to take all steps needed to deliver the strongest possible Zero Carbon Plan.

Mr Greene responded to questions.

2.9 Matt Jenks

Mr Jenks spoke on the Changes to the Zero Carbon 2030 Target. He commented that the Zero Carbon target was more than just emissions, it was immediate health benefits for Dunedin residents and spoke of the need to shift from cars to walking, cycling and buses to help reduce emissions.

Mr Jenks responded to questions.

2.10 Rosemary Penwarden

Ms Penwarden spoke of the urgency to understand and act on climate breakdown and commented on the changes she had made over the past 15 years to reduce her carbon footprint. She urged Councillors to make the city liveable for future generations.

Ms Penwarden responded to questions.

PETITION

Mr Tony Cummings, Deputy Chair – Dunedin Area Citizens Assn Inc presented a petition calling for Pumps and Pipes in South Dunedin. He commented that when the petition had been sent, there were 1,344 signatures however it had now been signed by over 2,000 people.

Mr Cummings spoke of the flooding over the past few years and commented that in June 2018, Council had delivered an update to every resident in South Dunedin and advised they had a \$7m

commitment to help fix the problem yet to date, nothing has happened. He noted that Council had also advised they would invest \$44m to update the Green Island Waste Water Treatment Plan which was yet to be completed. In closing Mr Cummings said they were not asking for anything new, they just wanted Council to do what they had promised.

3 APOLOGIES

There was an apology from Cr Steve Walker for lateness.

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

Approves the apology for lateness from Cr Steve Walker.

Motion carried (CNL/2026/116)

4 CONFIRMATION OF AGENDA

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

Confirms the agenda without addition or alteration.

Motion carried (CNL/2026/117)

5 DECLARATIONS OF INTEREST

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

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

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

Motion carried (CNL/2026/118)

6 CONFIRMATION OF MINUTES

6.1 ORDINARY COUNCIL MEETING - 25 JUNE 2026

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

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

Motion carried (CNL/2026/119)

6.2 ORDINARY COUNCIL MEETING - 13 MAY 2026

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

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

Motion carried (CNL/2026/120)

REPORTS

7 FINANCIAL REPORT - PERIOD ENDED 31 MAY 2026

A report from Finance provided the financial results for the period ended 31 May 2026 and the financial position as at that date.

The Chief Financial Officer (Carolyn Allan) and Group Manager Property (Anna Nilsen) spoke to the report and responded to questions.

During discussion Cr Mickey Treadwell left the meeting at 10.08 am and returned at 10.10 am; Cr Doug Hall left the meeting at 10.09 am and returned at 10.11 am and Cr Benedict Ong left at 10.15 am and returned at 10.19 am.

Moved (Cr Cherry Lucas/Cr Lee Vandervis):

That the Council:

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

Motion carried (CNL/2026/121) with Cr Benedict Ong recording his vote against

Moved (Mayor Sophie/Cr Cherry Lucas)

That the Council:

Adjourns the meeting for 10 minutes

Motion carried

The meeting adjourned at 11.06 am and reconvened at 11.23 am.

8 GOVERNANCE AND COUNCILLOR APPOINTMENTS TO OUTSIDE ORGANISATIONS UPDATES

A report from Civic advised the Council that the Mayor had exercised her discretionary power under Section 41A(3) of the Local Government Act 2002 (LGA) to appoint newly elected Cr Joanne Galer to the role of Portfolio Co-Lead – Heritage.

In addition, the report also recommended appointments to existing external organisations and to two new organisations: the Creative Dunedin Advisory Group and Creative New Zealand Grants Advisory Group.

Mayor Sophie spoke to the report and responded to questions.

Moved (Mayor Sophie Barker/Cr Mandy Mayhem):

That the Council:

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

Division

The Council voted by division

For: Crs John Chambers, Jo Galer, Christine Garey, Doug Hall, Marie Laufiso, Cherry Lucas, Mandy Mayhem, Andrew Simms, Mickey Treadwell, Brent Weatherall and Mayor Sophie Barker (11).

Against: Crs Russell Lund, Benedict Ong and Lee Vandervis (3).

Abstained: Nil

The division was declared CARRIED by 11 votes to 3

Motion carried (CNL/2026/122)

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

In accordance with Standing Order 26.1, the following Notice of Motion was received from Cr Benedict Ong for consideration.

Cr Ong advised that he wished to table an amended motion under standing orders 26.4 with the agreement of the meeting.

Moved (Cr Benedict Ong/Cr Russell Lund):

That the Council:

- a) **Approves** the amended motion for Opposing Removal of Final Year Fee Free policy as circulated.

Division

The Council voted by division

For: Crs Jo Galer, Russell Lund and Benedict Ong (3).

Against: Crs John Chambers, Christine Garey, Doug Hall, Marie Laufiso, Cherry Lucas, Mandy Mayhem, Andrew Simms, Mickey Treadwell, Lee Vandervis, Brent Weatherall and Mayor Sophie (11).

Abstained: Nil

The division was declared LOST by 11 votes to 3

The original Notice of Motion was then considered.

Moved (Cr Benedict Ong/Cr Russell Lund):

That the Council:

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

Division

The Council voted by division

For: Crs John Chambers, Jo Galer, Christine Garey, Doug Hall, Marie Laufiso, Russell Lund, Benedict Ong, Andrew Simms and Mickey Treadwell (9).
Against: Crs Cherry Lucas, Mandy Mayhem, Lee Vandervis, Brent Weatherall and Mayor Sophie Barker (5).
Abstained: Nil

The division was declared CARRIED by 9 votes to 5

Motion carried (CNL/2026/123)

10 HEARINGS COMMITTEE RECOMMENDATION - TAIERI MOUTH ROAD SPEED LIMIT

A report from Transport presented the recommendation of the Hearings Committee following its consideration of submissions on the proposed speed limit reduction for Taieri Mouth Road at the Committee meeting held on 28 May 2026.

The Chairperson (Cr Mandy Mayhem) summarised the meeting, the considerations of the submissions and reasons the Committee reached the decision to reduce the speed limit on Brighton-Taieri Mouth Road. Cr Mayhem responded to questions.

The Team Leader Regulation Management (Simon Spiers), Principal Advisor Road Safety (Ian Martin) and Transport Analyst (Janet Young) provided background information and support answering questions.

Moved (Cr Mandy Mayhem/Cr Andrew Simms):

That the Council:

- a) **Notes** that the Hearings Committee has considered submissions on the proposed Taieri Mouth Road speed limit reduction;
- b) **Adopts** Option 1 – reduce the speed limit from 100 km/h to 80 km/h along the full length of Taieri Mouth Road (13.9 km);
- c) **Notes** that implementation will be undertaken in accordance with the Land Transport Rule: Setting of Speed Limits 2024, including updates to the National Speed Limit Register and installation of signage; and
- d) **Notes** that complementary measures raised through consultation, including road maintenance, vegetation management, signage improvements, and enforcement, will continue to be considered as part of the corridor management on Taieri Mouth Road.

Division

The Council voted by division

For: Crs John Chambers, Jo Galer, Christine Garey, Doug Hall, Marie Laufiso, Cherry Lucas, Mandy Mayhem, Benedict Ong, Andrew Simms, Mickey Treadwell and Mayor Sophie Barker (11).
Against: Crs Russell Lund, Lee Vandervis and Brent Weatherall (3).
Abstained: Nil

The division was declared CARRIED by 11 votes to 3

Motion carried (CNL/2026/124)

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

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

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
C1 Ordinary Council meeting - 25 June 2026 - Public Excluded	S7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information. S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	.	

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

- b) **Adjourns** the meeting for 45 minutes.

Motion carried (CNL/2026/125)

The meeting adjourned at 12.30 pm and reconvened in public at 2.45 pm.

11 HEARINGS COMMITTEE RECOMMENDATIONS ON THE PROPOSED TRAFFIC AND PARKING BYLAW 2026

Cr Russell Lund withdrew from this item and left the meeting at 2.47 pm.

A report from Transport presented the findings of the Hearings Committee (the Committee) on the submissions to the proposed Traffic and Parking Bylaw 2026.

The Chairperson (Cr Cherry Lucas) spoke to the recommendations and responded to questions.

The Team Leader Regulation Management (Simon Spiers) and Rose Wunrow (Policy Analyst – Transport Regulation) provided support and responded to questions.

Cr Steve Walker entered the meeting at 3.04 pm (via zoom audio visual link).

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Council:

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

Motion carried (CNL/2026/126) with Cr Jo Galer registering her vote against

12 HEARINGS COMMITTEE RECOMMENDATIONS ON PROPOSED PARKING CHANGES - JUNE 2026

Cr Andrew Simms after withdrawing from this item, left the meeting at 3.11 pm and returned at 3.14 pm.

A report from Transport presented recommendations of the Hearings Committee meetings held on 12 June 2026 on proposed changes and corrections to parking restrictions.

The Chairperson (Cr Cherry Lucas) spoke to the recommendations and responded to questions.

The Team Leader Regulation Management (Simon Spiers) and Policy Analyst – Transport Regulation (Rose Wunrow) provided support and responded to questions.

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Council:

- a) **Adopts** the proposed changes to traffic and parking restrictions shown in the June 2026 update of the Dunedin City Council's traffic and parking restrictions database: [June 2026 Proposed Parking Changes](#),
- b) **Notes** that Council staff would undertake follow-up actions for some of the proposed parking changes (with actions described in paragraphs 35, 37, and 40),
- c) **Notes** that the Hearings Committee has considered feedback from consultation on the proposed changes relating to changes and restrictions,
- d) **Notes** that all parking restrictions previously approved by the Council remain unchanged.

Motion carried (CNL/2026/127) with Cr Jo Galer recording vote against

13 DEVELOPMENT OF THE 10 YEAR PLAN 2027-37

A report from Finance provided the Council with an update on the development of the 10 Year Plan 2027-37.

The 10 Year Plan was being developed in parallel with Council's inaugural Water Services Strategy 2027-37, which was the subject of a separate report.

Cr Doug Hall left the meeting at 3.28 pm and returned at 3.31 pm.

Cr Christine Garey left the meeting at 3.36 pm and returned at 3.39 pm.

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

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

- a) **Notes** the Development of the 10 Year Plan 2027-37 report.

Motion carried (CNL/2026/128)

Moved (Mayor Sophie/Cr Cherry Lucas):

That the Council:

Extends the meeting beyond 6 hours

Motion carried

14 WATER SERVICES STRATEGY 2027-37 DEVELOPMENT

A report from Civic and 3 Waters provided the Council with an update on the development of the inaugural Water Services Strategy 2027-37.

The Water Services Strategy was developed in parallel with Council's 10 Year Plan 2027-37, which is the subject of a separate report.

The General Manager, 3 Waters, Property and Urban Development (David Ward), Head of 3 Waters (John McAndrew) and Corporate Planner (Janet Fraser) spoke to the report and responded to questions.

Moved (Cr Brent Weatherall/Cr Mickey Treadwell):

That the Council:

- a) **Notes** the Water Services Strategy 2027-37 development report.

Motion carried (CNL/2026/129)

15 PROPOSED EVENT ROAD CLOSURES

A report from Transport advised that the DCC had received temporary road closure applications relating to the following events:

- i) Graduation Parade
- ii) Special Rigs for Special Kids
- iii) 2026 Emerson's Dunedin Marathon
- iv) Vintage Car Run

Mayor Sophie noted that this was the final Council meeting attended by Ms Jeanine Benson, Group Manager Transport, prior to her departure from the Dunedin City Council. The Mayor acknowledged and thanked Ms Benson for her extensive knowledge, her honest and straightforward advice, and her significant contribution to the Council during her years of service.

Councillors Garey and Walker also paid tribute to Ms Benson, noting the high regard in which she was held, her calm and considered manner, and their admiration for her professionalism, skills, and leadership.

The Mayor and Councillors extended their best wishes to Ms Benson for the future and acknowledged her outstanding service with a round of applause, noting that whomever was to be her new employer would be fortunate to benefit from her expertise and experience.

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

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

Saturday, 22 August 2026	11.00am to 11.45am	Great King Street, between Frederick Street and Albany Street
	11.10am to 12.00pm	- Frederick Street, between Great King Street and George Street - George Street, between Frederick Street and Moray Place
	11.10am to 12.15pm	Intersection of George Street and Moray Place
	11.10am to 12.30pm	- Moray Place, between George Street and Upper Stuart Street - Filleul Street, between Moray Place and St Andrew Street

ii) **Special Rigs for Special Kids**

Sunday, 30 August 2026	6.00am to 6.00pm	- Midland Street, between Timaru Street and Portsmouth Drive - Otaki Street, between Turakina Road and Teviot Street
Teviot Street, between Portsmouth Drive and Timaru Street, will be temporarily closed for 20 minutes to allow the convoy to leave		

iii) **2026 Emerson's Dunedin Marathon**

Saturday, 12 September 2026	5.00pm to 11.59pm	Ward Street overbridge - entire length
Sunday, 13 September 2026	12midnight to 5.00pm	
	8.30am to 1.00pm	- Portobello Road, between Shore Street and 430 Portobello Road (Glenfalloch) - Marne Street, between Portobello Road and Larnach Road - Doon Street, between Portobello Road and Glengyle Street - Fryatt Street – full length - Wickliffe Street – full length - Kitchener Street – full length - Birch Street – full length

		• Anzac Avenue, between Union Street East and Ravensbourne Road, • Logan Park Drive - full length • Butts Road, between Dundas Street and Anzac Avenue
--	--	--

iv) Vintage Car Run

Saturday, 23 January 2027	9.30am to 12.00pm	• Octagon Central Carriageway, between Princes Street and George Street
------------------------------	-------------------	---

Motion carried (CNL/2026/130)

Moved (Mayor Sophie/Cr Cherry Lucas

That the Council:

Adjourns the meeting for 5 minutes

Motion carried

The meeting adjourned at 4.17 pm and reconvened at 4.23 pm.

16 CITY-WIDE EMISSIONS TARGET REFRESH OPTIONS

A report from Zero Carbon sought a decision for Council to consider whether to refresh the existing city emissions targets set in 2019, and if Council wished to refresh the existing targets, determine the type of target.

The Acting General Manager City Services (Jeanine Benson) and Senior Policy Analyst – Zero Carbon (Rory McLean) spoke to the report and responded to questions.

Cr Jo Galer left the meeting at 4.27 pm.

Cr Lee Vandervis left the meeting at 4.43 pm.

Mayor Sophie left the meeting at 4.51 pm and Deputy Mayor Cherry Lucas assumed the Chair.

Moved (Cr Mickey Treadwell/Cr Doug Hall):

That the Council:

- a) **Adopts** refreshed Carbon Zero targets for the Dunedin Carbon Zero Framework, replacing the existing Net Zero 2030 target.
- b) **Adopts** a two-stage target comprising
 - i) a near-term gross greenhouse gas emissions reduction target; and
 - ii) a long-term net zero greenhouse gas emissions target.
- c) **Adopts** separate targets for biogenic methane and all other greenhouse gases, maintaining a distinct biogenic methane reduction target.

- d) **Notes** that staff will present a future report for Council to consider the level of ambition, including proposed target years and emissions reduction pathways, for the refreshed targets.

Division

The Council voted by division

For: Crs John Chambers, Christine Garey, Doug Hall, Marie Laufiso, Cherry Lucas, Mandy Mayhem, Andrew Simms, Mickey Treadwell and Steve Walker (9).

Against: Crs Benedict Ong and Brent Weatherall (2).

Abstained: Nil

The division was declared CARRIED by 9 votes to 2

Motion carried (CNL/2026/131)

17 NOTICE OF MOTION - POSITIONING DUNEDIN TO BENEFIT FROM THE NEW ZEALAND-INDIA FTA BY ATTRACTING MEDICAL SPECIALISTS FROM INDIA

In accordance with Standing Order 26.1, a Notice of Motion was received from Cr Benedict Ong for inclusion on the agenda.

The Notice of Motion which lapsed for want of a seconder.

The meeting closed at 5.26 pm

.....
MAYOR

.....
DEPUTY MAYOR

ORDINARY COUNCIL MEETING - 3 AUGUST 2026

RECOMMENDATIONS

That the Council:

- a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 03 August 2026 as a correct record.

Attachments

	Title	Page
A 	Minutes of Ordinary Council meeting held on 3 August 2026	32

Council MINUTES

Minutes of an ordinary meeting of the Dunedin City Council held in the Council Chamber, Dunedin Public Art Gallery, the Octagon, Dunedin on Monday 03 August 2026, commencing at 10.01 am

PRESENT

Mayor Mayor Sophie Barker
Deputy Mayor Cr Cherry Lucas

Members

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

IN ATTENDANCE

Scott MacLean (Acting Chief Executive/General Manager City Services), Carolyn Allan (Chief Financial Officer), David Ward (General Manager 3 Waters, Property and Urban Development), Nicola Morand (Manahautū - General Manager Community and Strategy), Paul Henderson (General Manager Corporate and Regulatory Services), Mike Costelloe (General Manager, Arts, Culture and Economic Development), Gina Hu' akau (Community Partnerships Manager), Berkay Kocak (Policy Analyst), Danielle Tolson (Policy Analyst)

Governance Support Officer Lynne Adamson

1 PUBLIC FORUM

There was no Public Forum.

2 APOLOGIES

There were no apologies.

3 CONFIRMATION OF AGENDA

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

Confirms the agenda without addition or alteration.

Motion carried (CNL/2026/113)

4 DECLARATIONS OF INTEREST

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

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

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

Motion carried (CNL/2026/114)

REPORTS

5 SIMPLIFYING LOCAL GOVERNMENT DECISION MAKING REPORT

A report from Community Services and Corporate Policy sought Council's direction on both its preferred strategic direction for local government reform in Otago and how the Dunedin City Council (DCC) would participate in the Government's Simplifying Local Government (SLG) reform programme. It outlined the implementation pathways established by the Government, summarises the regional work undertaken through the Otago Mayoral Forum (OMF), and considered the strategic implications for Dunedin.

The Manahautū (General Manager Community and Strategy) (Nicola Morand) and Community Partnerships Manager (Gina Hu'akau) spoke to the report and responded to questions.

Cr Brent Weatherall left the meeting at 10.07 am and returned at 10.09 am.

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

Adjourns the meeting

Motion carried

The meeting adjourned at 10.17 am and reconvened at 10.19 am
Cr Benedict Ong returned to the meeting at 10.20 am.

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

That the Council:

Adjourns the meeting for 5 minutes.

Motion carried

The meeting adjourned at 10.22 am and reconvened at 10.23 am.
Cr Benedict Ong left the meeting at 10.23 am.
Cr Jo Galer entered the meeting at 10.46 am.
Cr Russell Lund entered the meeting at 10.47 am.

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

- a. **Agrees** to work with Queenstown Lakes District Council to develop and, subject to the agreement of both councils, submit a Head Start proposal in support of a **Two Unitary Catchment Based** model comprising:
 - i) **Inland Otago Unitary Authority;** and
 - ii) **Coastal Otago Unitary Authority,**with regional council functions supported through an appropriate shared services arrangement.
- b. **Requests** staff to develop the Head Start proposal in conjunction with Queenstown Lakes District Council staff.
- c. **Authorises** the Mayor to sign and submit the Head Start proposal, following circulation of the final draft to all Councillors.
- d. **Notes** that submission of the Head Start proposal was contingent on the agreement and joint participation of Queenstown Lakes District Council.
- e. **Notes** that participation in the Government's Head Start process enables Council to contribute to and influence the future design of local government reform in Otago.
- f. **Notes** that the Mayor will continue to engage with the Mayors of Otago and Southland as discussions regarding local government reform progress.
- g. **Notes** that Dunedin City Council will continue to partner with Ngāi Tahu throughout the development of the proposal and any subsequent detailed design processes.
- h. **Notes** that participation in the development and submission of a Head Start proposal does not commit Council to a final local government structure or governance model, which would remain subject to further design, engagement, statutory processes, and future decisions of the participating councils and the Government.

Division

The Council voted by division

For: Crs John Chambers, Christine Garey, Doug Hall, Cherry Lucas, Mandy Mayhem, Mickey Treadwell, Steve Walker, Brent Weatherall and Mayor Sophie Barker (9).
Against: Crs Jo Galer, Russell Lund, Andrew Simms and Lee Vandervis (4).
Abstained: Cr Marie Laufiso (1).

The division was declared CARRIED by 9 votes to 4

Motion carried (CNL/2026/115)

The Mayor acknowledged Dave Ward's departure from the Council and thanked him for his contribution to Council projects and water reform work. Councillors noted his expertise, professionalism, and strong community engagement. Mr Ward was thanked with applause.

RESOLUTION TO EXCLUDE THE PUBLIC

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

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

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
C1 Property matter - natural hazards	S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	

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

- b) **Adjourns** for the meeting for 5 minutes.

Motion carried (CNL/2026/116)

The meeting moved into confidential at 11.46 am

.....
MAYOR

ORDINARY COUNCIL MEETING - 13 AUGUST 2026

RECOMMENDATIONS

That the Council:

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

Attachments

	Title	Page
A 	Minutes of Ordinary Council meeting held on 13 August 2026	37

Council MINUTES

Minutes of an ordinary meeting of the Dunedin City Council held in the Council Chamber, Dunedin Public Art Gallery, the Octagon, Dunedin on Thursday 13 August 2026, commencing at 9.00 a.m.

PRESENT

Mayor Mayor Sophie Barker

Members

Cr John Chambers	Cr Jo Galer
Cr Christine Garey	Cr Doug Hall (via zoom audio visual link)
Cr Marie Laufiso	Cr Russell Lund
Cr Mandy Mayhem	Cr Benedict Ong
Cr Andrew Simms	Cr Mickey Treadwell
Cr Lee Vandervis	Cr Steve Walker
Cr Brent Weatherall	

IN ATTENDANCE

Sandy Graham (Chief Executive), Carolyn Allan (Chief Financial Officer), Nicola Morand (Manahautū - General Manager Community and Strategy), Paul Henderson (General Manager Corporate and Regulatory Services), Mike Costelloe (General Manager, Arts, Culture and Economic Development), Mr McAndrew (Acting GM 3 Waters), Monique Devereux (Head of Communications and Engagement)

Governance Support Officer Lauren Riddle

1 OPENING

Haizal Mohd Hussaini and Mohammed Rizwan opened the meeting with a prayer on behalf of the Muslim community.

2 PUBLIC FORUM

There were 6 people speakers in the Public Forum.

2.1 Mike Hammond and Rose Dickie, South Dunedin Community Network

Mr Mike Hammond (Chairperson) and Ms Dickie (Community, Engagement and Operations Manager) affirmed the South Dunedin Community Network's long-standing

role in supporting and advocating for the people of South Dunedin in relation to flooding, sea level rise, climate adaptation and amenities in the South Dunedin area.

Mr Hammond advised that the South Dunedin community sought vibrant and resilient green spaces, designed for recreation to support positive mental, social and physical well-being outcomes. He emphasized the importance of robust communication and public consultation by Council.

Ms Dickie reiterated the importance of community engagement to inform the South Dunedin community and the provision of accurate information.

Mr Hammond and Ms Dickie responded to questions.

2.2 Charlie Hurley

Mr Hurley spoke on the current state of Dunedin skateboarding facilities. He considered the facilities as being outdated and presented images of the current skateboard facilities. Mr Hurley sought that development of future skateboarding facilities in Dunedin be led by research informed design as a standard. He requested that a new destination skate park be included in the 10 Year Plan 2027-2037.

Mr Hurley responded to questions.

2.3 Elliot Phillips

Mr Phillips spoke on skateboarding from an arts and cultural influence perspective and its impact on the city. He spoke of the talent within the skateboarding community and its influence on the New Zealand art and fashion scene. Mr Phillips highlighted that it has been 23 years since the establishment of the Thomas Burns destination skate park and sought Council support to develop fit for purpose facilities to support skateboarding.

Mr Phillips responded to questions.

2.6 Duncan Eddy, West Harbour Community Board

Mr Eddy spoke on behalf of the West Harbour Community Board in support of Council assessing options for social housing development on the vacant Kāinga Ora land in Port Chalmers and provision of a briefing on the issue for central government ministers.

Mr Eddy spoke to the number of people on the social housing waiting list (he advised as being 394), while he considered there was social housing land available for development. He talked of the impact to the local economy and community due to the cancelled development of 11 new state houses in Albertson Avenue, Port Chalmers by Kāinga Ora. He advised the site has remained empty since mid- 2023, with no sale yet having been completed by Kāinga Ora. He advised he considered the social value of land exceeded the commercial value.

Mr Eddy responded to questions.

Moved (Mayor Sophie/Cr Andrew Simms)

That the Council

Extends Public Forum beyond 30 minutes.

Motion Carried

2.7 Alan Somerville, Chair – Abbeyfield Dunedin (Inc)

Mr Somerville spoke about the support Council could provide for community housing in the city. He supported Council exploring the use of land within the city for community housing and the need for more affordable and healthy housing for elderly people in Dunedin.

Mr Somerville spoke about the Abbeyfield communal housing facility model in supporting elderly people to remain living independently with good nutrition being provided and regular social connection, which he considered as one of the most important determinants of continued good health in old age.

Mr Somerville urged Council to pursue models for the development of communal living (over individual housing units) for any future social housing projects. He sought Council support for community housing providers through the use of suitable land within the city

He thanked Council for their role in providing social housing in the city and encouraged this to continue.

Mr Somerville responded to questions.

2.9 Tony Cummings

Mr Cummings spoke in support of Brighton substituted for Wakari as the small scale centre to be upgraded in the 2026/27 financial year. He gave his perspective as a shopkeeper in the Wakari shopping centre and considered the installation of seating and planting at the shopping centre as having a negative impact for the community.

Mr Cummings responded to questions.

3 APOLOGIES

Moved (Mayor Sophie Barker/Cr Andrew Simms):

That the Council:

Accepts the apology from Cr Cherry Lucas for absence and Cr Lee Vandervis for early departure.

Motion carried (CNL/2026/116)

4 CONFIRMATION OF AGENDA

Sandy Graham (Chief Executive) advised that two reports were withdrawn from the meeting agenda.

Item 10 – the Botanic Garden Plan report and
Item 13 – Notice of Motion for Community Housing.

Cr Marie Laufiso confirmed her withdrawal of Item 13 Notice of Motion.

Moved (Mayor Sophie Barker/Cr Andrew Simms):

That the Council:

Confirms the agenda with the withdrawal of the following items:

- Item 10 – Botanic Garden Plan report, and
- Item 13 – Notice of Motion for Community Housing.

Motion carried (CNL/2026/117)

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.

Cr Mandy Mayhem advised she is a member of the Blueskin Bay Watch.

Moved (Mayor Sophie Barker/Cr Andrew Simms):

That the Council:

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

Motion carried (CNL/2026/118)

REPORTS

6 ACTIONS FROM RESOLUTIONS OF COUNCIL MEETINGS

A report from Civic showed progress on implementing resolutions made at Council meetings.

The Chief Executive (Sandy Graham) spoke to the report and advised it was the first iteration of the new format reporting. Ms Graham advised that staff would be working further on details for inclusion in the report for future Council meetings.

Ms Graham responded to questions.

Moved (Mayor Sophie Barker/Cr Andrew Simms):

That the Council:

- a) **Notes** the Open and Completed Actions from resolutions of Council meetings as attached.

Motion carried (CNL/2026/119)

7 CENTRES UPGRADE PROGRAMME

A report from City Growth and Advisory Services noted that the Centres Upgrade and Minor Amenity Improvements Programme aimed to upgrade Dunedin's neighbourhood centres by delivering amenity upgrades that enhance the suburban commercial areas for communities and to support local businesses.

Approval was sought for the change of location to substitute Wakari with Brighton, noting that the scope of the upgrade work in an area such as Brighton could be completed for less than the allocated budget. Direction was also sought for a preferred approach for selection of centres for 2027/28 and 2028/29 which would allow staff to scope and cost the proposed upgrades.

The General Manager Arts, Culture and Economic Development (Mike Costelloe) and Team Leader Advisory Services (Mark Mawdsley) spoke to the report and responded to questions.

Moved (Mayor Sophie Barker/ Cr Andrew Simms)

That the Council:

Adjourns the meeting for five minutes.

Motion carried

The meeting adjourned at 10:06 a.m. and reconvened at 10:07 a.m.

Discussion was held on the matrix used for assessment of amenities for upgrade and the importance of Community Boards having any amenity upgrades sought for the board area included in their Community Plans.

Moved (Mayor Sophie Barker/ Cr Andrew Simms)

That the Council:

Adjourns the meeting for 15 minutes.

Motion carried

The meeting adjourned at 10:36 a.m. and reconvened at 10:56 a.m.

Moved (Mayor Sophie Barker/Cr Brent Weatherall):

That the Council:

- a) **Notes** the completion of the amenity upgrade in Musselburgh.
- b) **Substitutes** Brighton for Wakari in the Centres Upgrade Programme for 2026/27.

- c) **Commences** community engagement and design work for Middlemarch Centres Upgrade Programme in 2026/27.
- d) **Notes** that a report including a prioritisation matrix for future years of the Centres Upgrade Programme (including both small and large centres) will be included for consideration in the Ten Year Plan 2027-37.

Division

The Council voted by division

For: Crs John Chambers, Jo Galer, Christine Garey, Doug Hall, Marie Laufiso, Mandy Mayhem, Andrew Simms, Mickey Treadwell, Steve Walker, Brent Weatherall and Mayor Sophie Barker (11).

Against: Cr Russell Lund, Cr Lee Vandervis (2).

Abstained: Nil

The division was declared CARRIED by 11 votes to 2

.Motion carried (CNL/2026/120)

8 PROPOSED TRADE WASTE DISCHARGE PLAN 2026 AND PROPOSED TRADE WASTE BYLAW 2026

A report from 3 Waters sought approval for the draft proposed Trade Waste Discharge Plan 2026; the draft proposed Trade Waste Bylaw 2026 and the associated draft Statement of Proposal for notification for public consultation, using the special consultative procedure set out in the LGA.

The Head of 3 Waters (John McAndrew), Regulation and Policy Team Leader (Scott Campbell) and Policy Analyst (Jacinda Baker) spoke to the report and responded to questions.

Cr Christine Garey left the meeting at 11:38 a.m. and returned to the meeting at 11:40 a.m.

Cr Mickey Treadwell left the meeting at 11:48 a.m. and returned to the meeting at 11:50 a.m.

Moved (Mayor Sophie Barker/Cr Lee Vandervis):

That the Council:

- a) **Determines** that a bylaw, in conjunction with the Trade Waste Discharge Plan, is the most appropriate way to manage trade waste in Dunedin and the discharge of trade waste to the wastewater network.
- b) **Determines** that the draft proposed Trade Waste Bylaw 2026 at Attachment B is the most appropriate form of bylaw.
- c) **Determines** that the draft proposed Trade Waste Bylaw 2026 at Attachment B does not give rise to any implications under the New Zealand Bill of Rights Act 1990 and is not inconsistent with that Act.
- d) **Determines** that the special consultative procedure, in accordance with the Local Government Act 2002, be used as part of the process to make the proposed Trade Waste Discharge Plan 2026 and proposed Trade Waste Bylaw 2026.

- e) **Approves** the draft proposed Trade Waste Discharge Plan 2026 at Attachment A, the draft proposed Trade Waste Bylaw 2026 at Attachment B and the draft Statement of Proposal at Attachment C to be notified for public consultation.
- f) **Authorises** the Chief Executive to make any minor editorial changes to the proposed Trade Waste Discharge Plan 2026, proposed Trade Waste Bylaw 2026 and the Statement of Proposal prior to consultation opening.

Motion carried (CNL/2026/121)

Cr Lee Vandervis left the meeting at 11:59 a.m.

9 DRAFT LOCAL ALCOHOL POLICY

A report from Corporate Policy provided an update on the Stage Two engagement of the review of the DCC's Local Alcohol Policy (LAP), and sought approval for formal consultation on a Draft LAP.

The General Manager Corporate and Regulatory Services (Paul Henderson), Manager Compliance Solutions (Bonnie Wright) and Senior Policy Analyst (Paul Cottam) spoke to the report and responded to questions.

Moved (Mayor Sophie/Cr Steve Walker)

That the Council:

Adjourns the meeting for five minutes.

Motion carried

The meeting adjourned at 12:21 p.m. and reconvened at 12:28 p.m. with a ruling on a Point of Order against Cr Benedict Ong.

Moved (Mayor Sophie/Cr Andrew Simms)

That the Council:

Adjourns the meeting.

Motion carried

The meeting adjourned at 12:32 p.m. Cr Benedict Ong left the meeting during the adjournment. The meeting reconvened at 12:35 p.m.

Moved (Mayor Sophie Barker/Cr Andrew Simms):

That the Council:

- a) **Notes** the results of the Stage Two engagement for the Local Alcohol Policy Review
- b) **Approves** the Draft Local Alcohol Policy for public consultation using the Special Consultative Procedure subject to any amendment
- c) **Adopts** the attached Statement of Proposal for consultation subject to any amendment

- d) **Notes** that the Hearings Committee for the Local Alcohol Policy will be appointed at a future Council meeting.

Division

The Council voted by division

For: Crs John Chambers, Jo Galer, Christine Garey, Doug Hall, Marie Laufiso, Russell Lund, Mandy Mayhem, Andrew Simms, Mickey Treadwell, Steve Walker, Brent Weatherall and Mayor Sophie Barker (12).

Against: Nil

Abstained: Nil

The division was declared CARRIED by 12 votes to 0

Motion carried (CNL/2026/122)

Moved (Mayor Sophie/Cr Andrew Simms)

That the Council:

Adjourns the meeting for 50 minutes.

Motion carried

The meeting adjourned at 1:08 p.m. and reconvened at 2:00 p.m.

Cr Russell Lund and Mayor Sophie made an apology for absence and left the meeting during the adjournment.

Cr Andrew Simms assumed the Chair at 2:00 p.m. from Mayor Sophie.

10 BOTANIC GARDEN PLAN

The Item was withdrawn.

11 FUTURE DEVELOPMENT STRATEGY IMPLEMENTATION PLAN UPDATE 2026

A report from City Development presented an update on the Future Development Strategy (FDS) Implementation Plan 2026.

General Manager Arts, Culture and Economic Development (Mike Costelloe), Project Director (Glen Hazelton) and Team Leader Planning (Emma Christmas) spoke to the report and responded to questions.

Emma Christmas advised of a correction to the report attachment, Table 7 of Future Development Strategy Implementation Plan (page 339 of the agenda), which omitted the 2026 updates for the 3 Waters section of the table. She advised the table would be revised ahead of release of the Future Development Strategy Implementation Plan.

Moved (Cr Steve Walker/Cr Jo Galer):

That the Council:

- a) **Notes** the Future Development Strategy Implementation Plan 2026.

Motion carried (CNL/2026/123)

12 PROPOSED EVENT ROAD CLOSURES

A report from Transport sought approval of temporary road closure for the George Street Mile event.

Moved (Cr Andrew Simms/Cr Mandy Mayhem):

That the Council:

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

i) George Street Mile

Saturday, 12 September 2026	2.00pm to 7.00pm	The Octagon, entire area within Moray Place
	3.00pm to 6.00pm	George Street, between Frederick Street and The Octagon
	3.30pm to 6.00pm	- Every side street along George Street, between The Octagon and Frederick Street - Bath Street will be exit only

Motion carried (CNL/2026/124)

13 NOTICE OF MOTION - COMMUNITY HOUSING

The Item was withdrawn.

RESOLUTION TO EXCLUDE THE PUBLIC

Moved (Cr Andrew Simms/Cr Mandy Mayhem):

That the Council:

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

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the	Reason for Confidentiality
--	--	---------------------------------------	----------------------------

		passing of this resolution
C1 Confidential Council Action List Update	S7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.
	S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.	
	S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	
	S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	
C2 Dunedin City Holdings Group - Director Appointment and Re-appointment	S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason

for withholding exists
under section 7.

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

Motion carried (CNL/2026/125)

The public meeting closed at 2:22 p.m. and moved into Public Excluded session and 2:24 p.m.

.....
MAYOR

REPORTS

CLIMATE ADAPTATION AND RESILIENCE PROGRAMME OPTIONS REPORT

Department: Climate and City Growth

EXECUTIVE SUMMARY

- 1 This report seeks Council direction on a Climate Adaptation and Resilience programme for inclusion in the 10 year plan 2027-37. Four service level options have been developed for Council's consideration, spanning a minimum viable approach for meeting anticipated legislative requirements, through to a participatory approach that maximises community engagement. The options differ in their cost, quality of outputs, level of community involvement, and support for implementation of adaptation actions, community resilience activities and climate capability within council.
- 2 Natural hazards are already affecting Ōtepoti Dunedin including flooding, coastal erosion, shallow groundwater and landslides. With climate change, many of these hazards are expected to increase in frequency, severity and extent, presenting growing risks to council services, infrastructure and the communities we serve.
- 3 Council has commenced significant work under the current 9-Year Plan to improve understanding of climate risks and establish the foundations for adaptation planning, including development of the Climate Adaptation Policy, Climate Resilience Framework, Resilience Roadmap, Resilience Explorer platform and Citywide Climate Risk Assessment.
- 4 National policy and legislative settings for climate adaptation continue to evolve. Current reform proposals signal an increasing role for local government in climate adaptation and legislatively mandated adaptation planning in locations facing significant climate risks. While final requirements remain uncertain, climate adaptation is increasingly expected to become an enduring local government function.
- 5 Staff consider Option Four – Participatory Delivery provides the greatest level of community participation and engagement and best delivers on the Climate Adaptation Policy and Climate Resilience Framework. It combines participatory adaptation planning with implementation support, community resilience initiatives, climate capability development and climate mainstreaming across DCC. It reduces reliance on consultant-led planning and builds capability within DCC. It provides a pathway from climate risk information and adaptation planning to resilient outcomes for our communities, infrastructure and services.

RECOMMENDATIONS

That the Council:

- a) **Notes** the information in this report.
- b) **Decides** a preferred option for inclusion in the draft 10 year plan 2027-37.
- c) **Notes** that final funding decisions will be made through the 10 year plan 2027-37 process following community consultation.

BACKGROUND

- 6 Council has been considering the impacts of climate change and adaptation responses for more than 15 years. In 2010, Council adopted a Climate Change Adaptation Project Plan following consideration of the Climate Change Impacts on Dunedin report prepared by University of Otago Professor Blair Fitzharris. The plan promoted an approach based on risk assessment, adaptation mainstreaming, hazard information, community engagement and integration of climate considerations into Council planning and decision-making. It also identified South Dunedin as a priority area for adaptation planning and recommended further vulnerability assessments for other high-risk locations and critical infrastructure.
- 7 Over subsequent years, climate change considerations were progressively incorporated into a range of council strategies, plans, projects and asset management activities. Significant work has been undertaken through the South Dunedin Future programme, which has improved understanding of natural hazards, exposure and risk, and potential response options.
- 8 In 2023, Council considered the long-term implications of climate change for infrastructure investment decisions, including discussion of the potential impacts of sea-level rise on DCC assets. Council resolved to add preparation of a Climate Adaptation Plan to its forward work programme and requested further work on a citywide approach to climate resilience.
- 9 In January 2025, Council approved staged implementation of a citywide Climate Resilience Framework and associated funding through the 9 year plan 2025-34. The proposed Climate Adaptation and Resilience programme represents the next stage of this work, building on previous adaptation initiatives and providing Council with options for how climate adaptation planning, resilience-building activities and implementation support may be delivered across Dunedin over the next 10 years.

DISCUSSION

Climate Adaptation Context

- 10 Climate change is already affecting Ōtepoti Dunedin through more frequent and intense rainfall, flooding, coastal erosion, rising groundwater and landslides. These hazards are damaging assets, disrupting services and increasing costs for council and communities across the district. As climate risks increase, the frequency and consequences of these impacts are expected to grow. Some changes, including rising temperatures and sea level rise, will continue regardless of future global emissions reductions.
- 11 Adapting to climate change is a long-term challenge that requires ongoing assessment of climate hazards and risks, collaboration with mana whenua, communities and infrastructure providers, and integration of climate considerations into planning, infrastructure investment and service delivery. Adaptation will require communities and organisations to make decisions in the face of uncertainty and balance environmental, social, cultural and economic considerations over long timeframes.

Progress Since the Current Long-Term Plan

- 12 Since the adoption of the current 9 year plan 2025-34, council has taken steps to improve understanding of climate risks, establish the foundations for long-term adaptation planning and integrate climate risk considerations into Council decisions and investments. Key achievements include:

- Climate Adaptation Policy (adopted June 2026)
 - Climate Resilience Framework and Roadmap (delivered June 2026)
 - Citywide risk assessment and Resilience Explorer platform (anticipated delivery early-2027)
 - Citywide Climate Adaptation Plan (anticipated adoption late-2027)
- 13 The South Dunedin Future programme has also made significant progress towards delivery of an adaptation masterplan for South Dunedin, which is expected in 2027.

Emerging Legislative, National Policy and Strategic Direction

- 14 National policy and legislative settings for climate adaptation are continuing to evolve, with a clear direction toward increasing expectations on local government to assess climate risks, undertake adaptation planning, and embed resilience into planning, infrastructure, and investment decisions. This is reflected in the National Adaptation Plan, National Adaptation Framework and wider government reforms.
- 15 Proposed amendments to the Climate Change Response Act are expected to establish a national adaptation planning framework, with regional spatial plans identifying priority areas facing significant climate risks and requiring local adaptation plans within set timeframes, potentially requiring initial plans in Dunedin to be completed by 2032. Adaptation is also increasingly recognised in local government planning and reporting requirements, with both adaptation and emergency management identified as distinct areas of focus and climate change highlighted as a priority consideration in 10 year plan audits.

From Planning to Resilience Outcomes

- 16 Climate adaptation is a long-term and ongoing challenge that requires sustained effort across risk assessment, community engagement, planning, funding and implementation. There is strong recognition across the district, including from communities, organisations, utilities, businesses, Community Boards and Te Pae Māori, of the need to better understand climate risks and identify appropriate adaptation responses.
- 17 While adaptation planning helps identify risks and response options, its real value is realised when it informs investment decisions, infrastructure and asset planning, operational activities and community action. The approach taken to adaptation planning is also important, with participatory processes often strengthening community understanding, ownership and support for implementation, alongside achieving technical and statutory outcomes.

Components of the Adaptation and Resilience Programme

- 18 The Climate Resilience Framework provides a structure for understanding climate risks, undertaking adaptation planning and supporting resilience-building activities across the district. The framework is structured around five interdependent workstreams:
- **Natural Hazards.** Improving and maintaining information about climate-related hazards such as flooding, coastal inundation, erosion, drought, wildfire and land instability.
 - **Climate Risk Assessment.** Maintaining a citywide understanding of how climate hazards affect communities, infrastructure, natural environments, businesses and other assets.
 - **Adaptation Planning and Responses.** Undertaking adaptation planning for priority places, infrastructure networks and sectors, and identifying appropriate adaptation pathways and responses.

- **Adaptation Actions and Mainstreaming.** Supporting the progression of adaptation responses from planning through to implementation, building community resilience, and integrating climate resilience considerations into Council planning, decision-making, asset management, policies, standards and investment processes.
 - **Adaptation Plan and Policy.** Maintaining the strategic direction, priorities, monitoring and reporting framework needed to guide coordinated adaptation activities over time.
- 19 These workstreams operate as a continuous cycle rather than a linear process. Improved hazard information informs risk assessments, risk assessments inform adaptation planning, adaptation planning informs investment and implementation decisions.

Role of the Adaptation and Resilience Function

- 20 Climate adaptation is a shared responsibility across DCC. The adaptation and resilience function provides coordination, technical advice and support for adaptation planning and resilience-building activities. Responsibility for funding and delivering most adaptation actions will remain with the relevant asset owners, service providers, communities, infrastructure operators and partner organisations. The function supports, influences and coordinates adaptation activity, helps build partnerships, and improves access to technical expertise, funding opportunities and coordinated adaptation outcomes.

Adaptation Planning Approach

- 21 In many cases, climate risks can be managed through existing council planning, asset management, operational and investment processes. Embedding climate resilience into these processes will remain the primary approach to adaptation. However, more detailed adaptation planning may be required where risks are significant, affect multiple stakeholders, require long-term adaptation pathways, have substantial social, cultural, environmental or economic implications, or are subject to statutory planning requirements.
- 22 Adaptation planning can be undertaken using a range of approaches. At one end of the spectrum, adaptation plans can be developed primarily through technical assessments supplemented by statutory consultation requirements. At the other end, communities, mana whenua, infrastructure providers and other stakeholders can play an active role in identifying issues, evaluating options and shaping preferred adaptation pathways. The options presented in this report reflect different approaches to engagement and participation, ranging from consult, through involve, to collaborate, consistent with Council's Significance and Engagement Policy and the International Association for Public Participation (IAP2) spectrum.

Delivering Adaptation Outcomes

- 23 Implementation of adaptation actions requires coordination, partnership development, community engagement, technical advice, business case development, and integration with Council planning and investment processes. Without these activities, there is a risk that adaptation plans identify actions but do not result in meaningful changes on the ground. The options presented in this report differ in the level of support provided to translate planned responses into actions that deliver resilience outcomes.

Managing Future Uncertainty

- 24 Climate adaptation requires decisions to be made in the face of uncertainty. Future climate impacts, community preferences, funding arrangements and adaptation requirements will continue to evolve over time. Many adaptation decisions also involve long implementation

timeframes and require coordination across multiple organisations. An adaptive management approach allows council to respond to new information, changing risks and evolving community expectations over time. The options presented in this report differ in their ability to provide flexibility in the face of future uncertainty.

Determining an Appropriate Service Level

- 25 Council has \$9.035 million allocated to climate adaptation in the 9 year plan 2025-34. That funding currently supports South Dunedin Future and development of the Climate Resilience Framework, both of which conclude in June 2027. The options presented move climate adaptation from a series of discrete projects to an ongoing business-as-usual function with a defined level of service and long-term funding commitment.
- 26 Each option represents a different level of service. The options have been developed using the Climate Resilience Framework, experience from previous adaptation projects, anticipated legislative requirements and existing adaptation funding and resources. They range from a minimum viable approach focused on statutory adaptation planning through to a comprehensive programme that supports implementation, community resilience, organisational capability and long-term resilience outcomes.

KEY CONSIDERATIONS

Fit with strategic framework

- 27 Climate adaptation planning contributes to the Environment Strategy, particularly the objective of creating a future that is resilient to climate change. It also supports the Future Development Strategy, 3 Waters Strategy, Integrated Transport Strategy and other strategies that rely on long-term, risk-informed planning and investment decisions. There are no identified conflicts or inconsistencies with Council's Strategic Framework.

Māori Impact Statement

- 28 Climate change has been identified as a priority issue by Te Pae Māori. The recommended option supports continued partnership with mana whenua in climate adaptation planning and resilience-building activities. The approach supports consideration of long-term climate risks and adaptation responses that may affect whenua, taonga, community wellbeing and intergenerational outcomes. It also supports Council's commitments under Te Taki Haruru and provides opportunities for mana whenua and Māori to contribute to future adaptation planning and decision-making.

Legislative reforms

- 29 The proposed programme supports the purpose of local government by helping DCC meet current and future community needs through risk-informed planning, infrastructure decision-making and climate resilience activities. It aligns most closely with the proposed core function of civil defence and emergency management, while also supporting Council's broader infrastructure and planning responsibilities. The programme would be funded through rates and is expected to be subject to any future rate cap requirements.

Sustainability, climate mitigation (Zero Carbon), adaptation and resilience

- 30 Climate adaptation planning has positive long-term social, economic and environmental implications. It is intended to support risk-informed decision-making, reduce long-term climate

risks, improve community resilience and help avoid future costs associated with infrastructure damage, service disruption and emergency response.

- 31 This work is not expected to have a material direct impact on citywide or council greenhouse gas emissions. However, climate adaptation activities may generate indirect emissions reduction co-benefits by supporting resilient infrastructure, avoiding repeated asset replacement and reducing emissions associated with emergency response and post-event recovery.

OPTIONS

- 32 Four service level options for implementing a Climate Adaptation and Resilience programme have been developed for Council's consideration. These span a minimum viable approach for meeting anticipated legislative requirements, through to a participatory approach that maximises community engagement.

Assumptions

- 33 The options presented in this report are based on the following assumptions:
- Climate change will continue to increase hazards and risks to communities, infrastructure, natural systems and DCC services across Ōtepoti Dunedin over the 10 year plan 2027-37 period and beyond.
 - Current proposals to amend the Climate Change Response Act will require councils to undertake adaptation planning for priority locations identified through regional spatial planning and climate risk assessment processes.
 - Adaptation planning will be required in some parts of the district during the 2027–37 period, although the number of priority areas, timing of planning requirements and final legislative obligations remain uncertain.
 - Council included \$9.035 million in the 9 year plan to fund climate adaptation planning in the 9 year plan 2025-34. Of that, \$6.63 million is currently included in FYs 27/28 through 33/34.
- 34 No specific climate scenario has been used to differentiate between options. Rather, all options assume that Council will need to respond to increasing exposure to flooding, coastal hazards, groundwater rise, landslides and other climate-related risks.

Financial Comparison

The table below compares options against ongoing annual operational costs on completion of the project:

\$000s	FTE required (compared to current 3.8 FTE)	Operating costs (A)	Interest costs (B)	Depreciation costs (C)	Total opex costs (A+B+C)	Non-rates operational funding	Rates funding
Option One	1 (-2.8)	\$6,720	-	-	\$6,720	-	\$6,720
Option Two	3 (-0.8)	\$7,550	-	-	\$7,550	-	\$7,550
Option Three	4 (+0.2)	\$9,140	-	-	\$9,140	-	\$9,140
Option Four	5 (+1.2)	\$11,590	-	-	\$11,590	-	\$11,590

Breakdown of Annual Rates Funding Requirement											
\$000s	YEAR 1 27/28	YEAR 2 28/29	YEAR 3 29/30	YEAR 4 30/31	YEAR 5 31/32	YEAR 6 32/33	YEAR 7 33/34	YEAR 8 34/35	YEAR 9 35/36	YEAR 10 36/37	10-Year Total
Option 1	\$ 140	\$ 330	\$ 650	\$ 810	\$ 680	\$ 760	\$ 870	\$ 730	\$ 820	\$ 930	\$ 6,720
Option 2	\$ 470	\$ 660	\$ 600	\$ 910	\$ 670	\$ 730	\$ 970	\$ 720	\$ 780	\$ 1,040	\$ 7,550
Option 3	\$ 850	\$ 840	\$ 840	\$ 870	\$ 940	\$ 880	\$ 980	\$ 950	\$ 990	\$ 1,000	\$ 9,140
Option 4	\$ 930	\$ 920	\$ 1,070	\$ 1,250	\$ 1,090	\$ 1,250	\$ 1,230	\$ 1,200	\$ 1,430	\$ 1,220	\$ 11,590

35 The options represent different service levels for a business-as-usual adaptation planning function within DCC, with higher-cost options providing greater organisational capacity:

- **Option One** is the lowest-cost option because adaptation planning is largely limited to statutory compliance.
- **Option Two** increases costs through retention of a dedicated adaptation team and associated policy, monitoring and coordination functions.
- **Option Three** increases costs further through maintenance of citywide climate risk information, implementation support, community engagement and resilience-building activities.
- **Option Four** has the highest cost because it fully delivers the Climate Adaptation Policy and Climate Resilience Framework, including participatory planning, implementation support, community resilience initiatives, climate capability development and climate mainstreaming activities.

Other Decision Criteria

In addition to financial considerations above, the table below compares options against additional decision criteria:

	Long-term value for money	Service Level Impact	Statutory / Compliance Drivers	Capacity and readiness	Timebound? (e.g. by reform) Y/N
Option One	●	●	●	●	Y
Option Two	●	●	●	●	Y
Option Three	●	●	●	●	Y
Option Four	●	●	●	●	Y

Key

● Favourable ● Neutral / mixed ● Unfavourable ● Not applicable

36 The options differ in the level of service provided, the approach to adaptation planning and community involvement, and the level of support for implementation, community resilience and climate capability within DCC.

Summary Comparison

37 The four options represent progressively higher levels of service, capability and support for climate adaptation and resilience. The key differences are summarised below:

	Option 1 Reactive Planning	Option 2 Planning Delivery	Option 3 Balanced Delivery	Option 4 Participatory Delivery
Service Level				
Citywide adaptation programme	⊗	✓	✓	✓
Delivers framework & policy	partial	partial	substantial	full
Consolidation of existing functions	⊗	⊗	⊗	✓
Statutory adaptation planning	✓	✓	✓	✓
Adaptation planning outcome	statutory compliance	statutory compliance	community- informed plan	community- supported plan
Public role in adaptation planning	consult	consult	involve	collaborate
Community voice	low	low	moderate	high
Reliance on consultants	very high	high	moderate	low
Ability to translate plans into action	very low	low	moderate	high
Transition SDF to implementation	⊗	very limited	limited	substantial
Citywide risk assessment & platform	⊗	⊗	✓	✓
Climate capability within DCC	⊗	⊗	limited	substantial
Climate mainstreaming	⊗	⊗	limited	substantial
Community resilience initiatives	⊗	⊗	✓	✓
Partnership development	⊗	⊗	✓	✓
Ability to reduce future climate costs	low	low	moderate	high

Option One – Reactive Planning

Description

- Adaptation planning undertaken only when required by legislation or specific Council decisions
- Single adaptation coordinator supported by consultant-led planning and technical assessments
- Focus on statutory adaptation planning and maintenance of the Citywide Adaptation Plan and Policy
- No dedicated implementation support, community resilience initiatives, public education, partnership development or climate capability activities
- Estimated 10-year cost of \$6.72 million

Option Assessment

Advantages

- Lowest 10-year cost option
- Meets anticipated statutory adaptation planning requirements
- Flexible, demand-driven approach
- Consultant support procured only when required

Disadvantages

- Lowest cost is due to delayed plan production, which does not start until Year 3, after which annual costs are higher than Option Two
- No dedicated citywide climate adaptation and resilience function
- Risk assessments are static, one-off reports and adaptation planning remains reactive and consultant-led
- No implementation support, community resilience initiatives or climate capability development
- No transition support for South Dunedin Future
- No citywide risk assessment capability or Resilience Explorer platform

Risks

- Limited public engagement may reduce community understanding, support and ownership of adaptation plans
- Fragmented responses to climate risks across DCC
- Future adaptation planning requirements may require rapid expansion of staffing or consultant budgets
- Loss of organisational knowledge through heavy dependence on consultants

Opportunities

- Defers significant investment until legislative requirements become clearer
- Allows future adaptation services to be redesigned once regulatory settings are confirmed

Option Two – Planning Delivery

Description

- Dedicated 3-person adaptation team focused on coordinating and delivering statutory adaptation planning requirements
- Adaptation planning remains largely consultant-based
- Maintains adaptation policy, monitoring and reporting functions
- Limited implementation support during the transition of South Dunedin Future
- Estimated 10 year programme cost of \$7.55 million

Option Assessment

Advantages

- Maintains a dedicated adaptation function within DCC
- Retains organisational knowledge and continuity
- Provides sufficient capability to coordinate anticipated statutory planning requirements
- Transitional support for South Dunedin Future
- Lower short-term cost than options providing ongoing implementation support and resilience activities

Disadvantages

- Adaptation planning remains largely consultant-based
- Uses a technical planning process with limited community participation
- No dedicated community resilience, public education or climate capability programme
- Risk assessments are static, one-off reports with no ongoing citywide risk assessment capability or Resilience Explorer platform

Risks

- Planning outcomes may not progress into funded implementation projects
- Future planning requirements may exceed programme capacity
- Continued consultant dependence may increase long-term costs and reduce capability retention

Opportunities

- Establishes and retains dedicated adaptation planning capability within DCC
- Provides a platform that can be expanded if future legislative requirements become more demanding
- Maintains continuity between adaptation planning projects and future planning obligations
- Allows Council to increase implementation support, community resilience activities or climate capability development in future long-term plans if required

Option Three – Balanced Delivery*Description*

- Dedicated 4-person adaptation team supporting planning, implementation and resilience activities
- Maintains the Citywide Climate Risk Assessment and Resilience Explorer
- Community-informed planning process with opportunities for engagement
- Provides moderate implementation support, public education, partnership development and climate capability activities
- Estimated 10 year programme cost of \$9.14 million

Option Assessment*Advantages*

- Maintains citywide risk assessment capability
- Stronger connection between adaptation planning and implementation, including transition support for South Dunedin Future
- Supports community resilience, partnerships and climate capability development
- Balances internal expertise with targeted consultant support

Disadvantages

- Higher cost than Options One and Two

- Continues to rely on consultants for specialist planning and technical inputs
- Provides only moderate support for implementation and mainstreaming
- Limited capacity for organisation-wide climate capability development

Risks

- Future adaptation planning demand may exceed programme capacity
- Community expectations may exceed available implementation resources
- Limited mainstreaming support may reduce influence on investment and asset management decisions

Opportunities

- Strengthens community and partner relationships
- Increases the likelihood that adaptation priorities influence future long-term plans and investment decisions
- Can be expanded if adaptation requirements increase

Option Four – Participatory Delivery

Description

- Fully delivers the Climate Adaptation Policy, Climate Resilience Framework and associated business case objectives
- Adaptation planning delivered primarily in-house using a participatory planning approach
- Dedicated support for implementation, community resilience, climate capability and climate mainstreaming
- Maintains citywide risk assessment capability and delivers a proactive hazard data improvement programme
- Estimated 10-year programme cost of \$11.59 million

Option Assessment

Advantages

- Fully delivers the Climate Adaptation Policy and Climate Resilience Framework
- Highest level of community participation and ownership
- Strongest support for implementation of adaptation actions, including sustained support for South Dunedin Future
- Reduces reliance on consultant-based planning
- Builds climate capability across DCC
- Provides the strongest pathway from planning to resilience outcomes

Disadvantages

- Highest cost option
- Requires a greater long-term organisational commitment

- Participatory planning processes require more time and resources
- Continues to require specialist consultant expertise for hazards and technical assessments

Risks

- Extensive community engagement may generate expectations that exceed available funding or delivery capacity
- Adaptation priorities may not be reflected in future Council investment decisions
- Failure to integrate climate resilience across DCC functions may reduce the value of the additional investment

Opportunities

- Establish climate adaptation as an enduring DCC function
- Improve community trust and ownership of adaptation decisions
- Increase the likelihood that adaptation priorities transition to funded and deliverable projects
- Improves access to external funding and partnership opportunities
- Delivers the strongest long-term resilience outcomes for communities, infrastructure and DCC services

NEXT STEPS

38 Subject to Council's decisions through the 10 year plan 2027-37 process, staff will:

- Incorporate the approved service level and associated budget into the draft 10 year plan 2027-37
- Deliver the Citywide Climate Adaptation Plan and Citywide Climate Risk Assessment in 2027
- Establish governance, staffing and delivery arrangements consistent with Council's preferred option
- Commence implementation of Council's preferred option from 1 July 2027, following the adoption of the 10 year plan

Signatories

Author:	Brandy Saxton - Senior Advisor - Climate Adaptation and Resilience, South Dunedin Future
Authoriser:	Jonathan Rowe - Programme Manager, South Dunedin Future Scott MacLean - General Manager, City Services

Attachments

There are no attachments for this report.

OTHER CONSIDERATIONS

Fit with purpose of Local Government

The decision promotes the social, economic and environmental well-being of communities in the present and for the future. The proposed Climate Adaptation and Resilience programme supports communities, infrastructure and the local economy to anticipate, prepare for and respond to climate risks, helping to maintain wellbeing and resilience over the long term.

LTP / Financial Strategy / Infrastructure Strategy/ Water Services Strategy

Council currently funds climate adaptation through a range of project-based activities and initiatives. The proposed Climate Adaptation and Resilience programme establishes an ongoing business-as-usual function with a defined service level and funding arrangement. Consequently, there are no existing programme levels of service or performance measures against which the options can be assessed.

Financial considerations

All options are funded through rates and do not require borrowing or capital expenditure. The financial implications of each option are set out in the Options section of this report.

Significance

This decision is considered medium significance in terms of Council's Significance and Engagement Policy. The proposed programme is important to Dunedin because it establishes a new citywide climate adaptation and resilience activity and has implications for future climate adaptation planning, implementation and resilience outcomes. The proposal is strongly aligned with existing Council policy and strategic direction but requires Council to determine an appropriate service level and operating budget for the programme. Community interest is expected to be moderate to high given the growing impacts of climate change and the role of adaptation planning in local communities.

Engagement – external

The programme and options have not been subject to specific public consultation. Public consultation on the preferred option would occur through the 10 year plan 2027-37 process.

The options presented in this report reflect different future approaches to community engagement and participation in adaptation planning, ranging from statutory consultation requirements through to community-informed and participatory planning processes consistent with Council's Significance and Engagement Policy.

Engagement - internal

Development of the programme and service level options was informed by engagement with staff across DCC through the Climate Resilience Framework project and wider project group. Feedback focused on future adaptation planning requirements, implementation support, community involvement, climate capability and organisational readiness. No significant concerns were raised.

Risks: Legal / Health and Safety etc.

The principal risk associated with this decision is that the service level selected may not align with future adaptation planning requirements, community expectations or climate risks. These risks are partially managed through the adaptive management approach proposed in the report, which allows priorities and programme activities to be reviewed and adjusted over time.

No specific legal, health and safety or conflict of interest issues have been identified.

Conflict of Interest

There are no known conflicts of interest associated with this report.

OTHER CONSIDERATIONS

Community Boards

Community Boards have identified climate risks and adaptation planning as issues of interest and concern in previous submissions and hearings. The programme will also support future adaptation planning activities in locations where Community Boards have identified climate change and natural hazards as issues of concern.

DUNEDIN CITY EMISSIONS TARGETS OPTIONS REPORT

Department: Zero Carbon

EXECUTIVE SUMMARY

- 1 The purpose of this report is for Council to consider new city emissions targets, following the decision in July to replace the 2030 city-wide emissions targets.
- 2 Council resolved in July 2026 to adopt the following target structure for Dunedin's city-wide emissions:
 - a) For all greenhouse gases excluding biogenic methane:
 - i) A near term gross emissions reduction target; and
 - ii) A long-term net zero emissions target
 - b) Separate gross emissions reduction targets for biogenic methane
- 3 For the near-term gross emissions reduction target (all gases excluding biogenic methane), this report presents two options for Council to consider:
 - a) A 30% reduction in gross emissions by 2030/31, compared with a 2018/19 baseline
 - b) A 25% reduction in gross emissions by 2030/31, compared with a 2018/19 baseline
- 4 For the long-term net zero emissions target, this report presents three options for Council to consider, based on the extent of emissions reduction considered plausible under three different modelling scenarios:
 - a) Net zero emissions (excluding biogenic methane) by 2040
 - b) Net zero emissions (excluding biogenic methane) by 2045
 - c) Net zero emissions (excluding biogenic methane) by 2050
- 5 For biogenic methane, staff recommend retaining the existing target to reduce gross biogenic methane emissions 10% by 2030.
- 6 This report includes three options for a 2050 biogenic methane emissions reduction target:
 - a) Retain the target of a 24-47% reduction in biogenic methane emissions by 2050, compared with 2017 levels (set in 2019, in line with Government direction at that time)
 - b) Adopt the Climate Change Commission's 2024 recommendation to reduce biogenic methane emissions 35-47% by 2050, compared with 2017 levels
 - c) Adopt the current New Zealand government target to reduce biogenic methane 14-24% by 2050, compared with 2017 levels

- 7 An overview of best practice for setting city/district level targets, and a comparison of peer cities confirms that:
- a) Action to reduce emissions and adapt to climate change in the short term has transition risks in a New Zealand local government context, however decisive action in the next 5 to 10 years is expected to lead to the lowest transition risks and physical hazards overall.
 - b) There are a range of target options used by local authorities within New Zealand.
 - c) A target with science-aligned ambition, is very difficult for Dunedin to achieve. Should Council seek to adopt a target as close as practicable to best practice guidance, the most ambitious targets presented in this report would be adopted.

RECOMMENDATIONS

That the Council:

- a) **Decides** on a Dunedin short-term gross emissions reduction target (excluding biogenic methane) for 2030/31:
 - i) A 30% reduction by 2030/31, compared with 2018/19; or
 - ii) A 25% reduction by 2030/31, compared with 2018/19
- b) **Decides** on a Dunedin long-term net zero emissions target (excluding biogenic methane):
 - i) Net zero emissions by 2040; or
 - ii) Net zero emissions by 2045; or
 - iii) Net zero emissions by 2050
- c) **Decides** to retain the existing Dunedin 2030 biogenic methane target of a 10% reduction against 2017 levels
- d) **Decides** on a 2050 Dunedin biogenic methane reduction target:
 - i) A 24-47% reduction compared with 2017 levels; or
 - ii) A 35-47% reduction compared with 2017 levels; or
 - iii) A 14-24% reduction compared with 2017 levels
- e) **Notes** that staff will incorporate new Dunedin emissions targets into the Long Term Plan 2027-2037, and will undertake a light refresh of the Zero Carbon Plan to incorporate the new targets.
- f) **Notes** that decisions on the level of Dunedin City Council funding towards Dunedin city-wide emissions reduction will be considered throughout Long Term Plan deliberation processes.

BACKGROUND

- 8 This report refers to emissions in tonnes of carbon dioxide equivalents (tCO₂e). This is a measure used to standardise the climate effects of different greenhouse gases. A summary of the global warming potentials of three main greenhouse gases (carbon dioxide, methane, and nitrous oxide) is included in **Attachment A**.
- 9 This report also refers to **gross** emissions and **net** emissions. Total **gross** emissions refers to all emissions released into the atmosphere within an organisational or city boundary. It does not include emissions removed from the atmosphere from forestry (known as sequestration). Total **net** emissions refers to total gross emissions less emissions removed from the atmosphere.
- 10 Total **gross/net emissions excluding biogenic methane** refers to all emissions less biogenic methane emissions.
- 11 **Biogenic methane** refers to methane emissions produced by living things and processes. The majority of Dunedin's biogenic methane emissions come from ruminant animals in agriculture (approx. 80%), with the remainder from organic waste decaying in landfill and wastewater.

The DCC is seeking to manage and reduce greenhouse gas emissions at both the city and DCC scale

- 12 The DCC is seeking to manage and reduce emissions at two scales, as directed by the Zero Carbon Policy: city (Dunedin emissions) and organisational (DCC emissions).
- 13 The DCC's Zero Carbon Policy provides that all DCC activities, including renewals, should seek to minimise emissions and contribute to achieving both city-wide and DCC emissions reduction targets.
- 14 Throughout the 2027-2037 10 Year Plan deliberations, Council will make decisions which have implications for achieving both city-wide and DCC emissions reduction targets. The emissions implications of these decisions will be outlined in relevant options reports for Council's consideration.

Council resolved to replace the Zero Carbon 2030 targets

- 15 At the city scale, in 2019 the Council declared a climate emergency and adopted a 'Zero Carbon 2030' city emissions reduction target (**CNL/2019/154**), which was in two parts:
 - a) net zero emissions of all greenhouse gases other than biogenic methane by 2030,
 - b) and a 24% to 47% reduction below 2017 biogenic methane emissions by 2050, including 10% reduction below 2017 biogenic methane emissions by 2030.
- 16 On 22 July 2026, Council resolved to replace the 2030 Dunedin emissions targets, noting staff would present a report on proposed target years and emissions reduction pathways:

Moved (Cr Mickey Treadwell/Cr Doug Hall):

That the Council:

- a) **Adopts** refreshed Carbon Zero targets for the Dunedin Carbon Zero Framework, replacing the existing Net Zero 2030 target.

- b) **Adopts** a two-stage target comprising
- i) a near-term gross greenhouse gas emissions reduction target; and
 - ii) a long-term net zero greenhouse gas emissions target.
- c) **Adopts** separate targets for biogenic methane and all other greenhouse gases, maintaining a distinct biogenic methane reduction target.
- d) **Notes** that staff will present a future report for Council to consider the level of ambition, including proposed target years and emissions reduction pathways, for the refreshed targets.

Division

The Council voted by division

For: Crs John Chambers, Christine Garey, Doug Hall, Marie Laufiso, Cherry Lucas, Mandy Mayhem, Andrew Simms, Mickey Treadwell and Steve Walker (9).

Against: Crs Benedict Ong and Brent Weatherall (2).

Abstained: Nil

The division was declared CARRIED by 9 votes to 2

Motion carried (CNL/2026/131)

The Zero Carbon Plan outlines the changes needed for Dunedin to become a net zero city

- 17 In September 2023, Council adopted the Zero Carbon Plan 2030, which established a pathway for achieving the city's emissions target, building on existing trends.
- 18 The Zero Carbon Plan outlines how emissions reductions could be achieved through five interconnected areas: resource use and waste; transport and urban form; buildings, energy and industry; forestry, land use and agriculture; and communities and economies.
- 19 As well as identifying a pathway to net zero, the Zero Carbon Plan describes the broader shifts required for Dunedin to become a Zero Carbon city.
- 20 It also identifies the DCC's role in supporting the transition to zero carbon, with action areas for the DCC prioritised according to their emissions reduction potential. The Zero Carbon Plan recognises that many actions required to reduce emissions will reduce costs in the medium term, but there will be upfront costs especially for owners of assets/infrastructure.
- 21 The Zero Carbon Plan's key shifts remain unchanged despite the contextual changes since the Plan was adopted, and the resulting increase in projected emissions for 2030. To become a city with 'net zero emissions' at any stage, Dunedin will still need to take the same steps to reduce emissions. Modelling reconfirms that, in particular, unlocking shifts in transport is fundamental to achieving 'net zero carbon'.
- 22 Priority action areas for DCC also remain the same. Action areas that are likely to have a high or very high emissions reduction potential are:



- 23 Staff do not expect the changes to the city-wide emissions targets to require significant amendments to the Zero Carbon Plan, the key shifts for the city, or the DCC's action areas.
- 24 Despite headwinds, Dunedin is still comparatively well placed to tackle the challenge of reducing greenhouse gas emissions:
- Strong partnerships in place with major institutions/employers, including the Zero Carbon Alliance
 - Significant growth in public transport patronage (outperforming other centres of a similar size and bucking national trends)¹
 - About double the national average for walking to work or education, and recent growth in cycle mode share²
 - Urban densification in inner city continuing
 - Phasing down coal well underway
 - Reducing waste emissions underway
 - Growing uptake of rooftop solar
 - The cost of electric vehicles, solar panels, hot water heat pumps, and other technologies continues to decline over time

Dunedin's emissions have reduced between 2018/19 and 2024/25

- 25 An updated Dunedin emissions inventory up to 2024/25 was presented to the Policy and Planning Committee in April 2026, showing that Dunedin's gross emissions reduced 13% between 2018/19 and 2024/25 (**PAPCC/2026/012**).

¹ 2023 Census data; ORC annual bus patronage data

² 2023 Census data

- 26 The Zero Carbon Plan uses the 2018/19 financial year as the baseline for measuring city-wide emissions. Between 2018/19 and 2024/25:
- a) **Dunedin's total gross emissions** reduced 13%, from 1,619,536 tCO₂e in 2018/19 to 1,416,010 tCO₂e in 2024/25.
 - b) **Dunedin's total net emissions** reduced 11%, from 1,258,198 tCO₂e in 2018/19 to 1,119,876 tCO₂e.
 - c) **Dunedin's total net emissions (excluding biogenic methane)** reduced 9%, from 704,845 tCO₂e in 2018/19 to 641,057 tCO₂e in 2024/25.
 - d) **Dunedin's total biogenic methane emissions** reduced 13%, from 553,353 tCO₂e in 2018/19 to 478,819 tCO₂e in 2024/25.
- 27 Changes in gross emissions between 2018/19 and 2024/25 are shown in Table 1, split by emissions source:

Table 1 – Gross Emissions changes from 2018/19 to 2024/25 by emissions source

Sector / Emissions Source		Emissions (tCO ₂ e)		Percentage Change 18/19 – 24/25 (%)
		2018/19	2024/25	
Transport	On-Road	330,316	322,938	-2%
	Rail	4,559	3,797	-17%
	Air travel	43,354	29,512	-32%
	Marine	251,240	219,763	-13%
	Off-Road	47,741	48,118	1%
Stationary Energy	Electricity Consumption	100,366	87,957	-12%
	Stationary Diesel and Petrol Use	26,416	26,617	1%
	LPG	29,197	28,778	-1%
	Coal	44,077	13,329	-70%
	Biofuel	4,650	9,140	97%
	Biogas	27	73	168%
Waste	Solid Waste (Landfill)	80,279	33,535	-58%
	Wastewater Treatment	12,383	12,556	1%
IPPU	Refrigerant and Air Conditioning Gases	41,330	29,959	-28%
	Other Industrial Gases	3,085	2,634	-15%
Agriculture	Agriculture	600,515	547,303	-9%
Total Gross Emissions		1,619,536	1,416,010	-13%

DISCUSSION

- 28 To help inform Council's decision on the level of ambition for Dunedin's emissions targets, the following sections summarise key considerations including:

- a) What is plausible for all greenhouse gases excluding biogenic methane, using three different emissions modelling scenarios;
- b) Emissions modelling for biogenic methane, along with Climate Change Commission advice on what is possible by 2050;
- c) Best practice on community/city level emissions target setting;
- d) City/district level targets of other New Zealand cities; and
- e) New Zealand targets

Dunedin Emissions Modelling to 2050

Summary of emissions modelling scenarios

- 29 To support Council's consideration for a refreshed city emissions target, emissions have been modelled through to 2050 to provide longer-term context:
 - a) A **BAU** scenario, which broadly follows national level trajectories included in the modelling underpinning the Second National Emissions Reduction Plan 2026-2030 (ERP2)
 - b) An **Accelerated Ambition** scenario, which requires some changes in central government policy (but not a complete reversal), as well as some additional local investment; and
 - c) A **High Ambition** scenario which would require significant changes in central government policy, and higher levels of local investment into a transition to becoming a lower carbon city.
- 30 As directed by the Zero Carbon Policy, emissions in the Dunedin City Territorial Area are estimated using the production-based Global Protocol for Community-Scale Greenhouse Gas Emissions Inventory (GPC) methodology. This method covers the key sectors of Transport, Stationary Energy, Waste, Industrial Processes and Product Use (IPPU), Agriculture, and Forestry. Production-based approaches exclude global emissions relating to consumption, such as the emissions used elsewhere to produce products used/consumed within Dunedin. The GPC methodology is the global standard for estimating emissions within a territorial area.
- 31 Council is considering the level of ambition for three targets:
 - a) a near-term gross greenhouse gas emissions reduction target (excluding biogenic methane);
 - b) a long-term net zero greenhouse gas emissions target (excluding biogenic methane); and
 - c) separate biogenic methane reduction targets.
- 32 Emissions modelling to inform Council's decision for each of these targets is presented below.
- 33 The key differences in the emissions scenarios through to 2050 are included under Attachment B, showing the impact of different levels of change across transport, stationary energy, Industrial Processes and Product Use (IPPU), agriculture (nitrous oxide), and carbon sequestration through to 2050.

- 34 The differences in the emissions modelling scenarios relate to the all greenhouse gases excluding biogenic methane targets. For biogenic methane, staff have only modelled one scenario based on changes in Dunedin between 2018/19 and 2024/25, local investment and action on waste diversion, and the ERP2 modelling for agriculture through to 2050.
- 35 It is worth noting that all scenarios, including the BAU scenario, involve significant changes between now and 2050. The BAU scenario refers to Dunedin following similar changes to those anticipated nationally in the ERP2, rather than assuming the level of emissions in 2024/25 carry through to 2050.

Near-term gross greenhouse gas emissions reduction target (excluding biogenic methane)

- 36 Table 2 below shows Dunedin's gross emissions (excluding biogenic methane) under each of the three scenarios through to 2030/31, with the level of emissions reduction compared against a baseline year of 2018/19 in line with the Zero Carbon Plan. This shows a range of between 24%-30% gross emissions reduction by 2030/31.

Table 2 – Gross emissions to 2030/31 under each scenario (excluding biogenic methane)

Emissions Scenario	Actual gross emissions (tCO ₂ e)		Modelled gross emissions (tCO ₂ e)	
	2018/19	2024/25	2030/31	% reduction against 2018/19
BAU	1,066,000	937,000	807,000	24%
Accelerated Ambition			775,000	27%
High Ambition			742,000	30%

Longer-term gross greenhouse gas emissions reduction target (excluding biogenic methane)

- 37 Table 3 below shows the net emissions (excluding biogenic methane) under each of the three scenarios through to 2050. Under each scenario, net zero emissions are achieved before 2050, with Dunedin becoming a net negative city by 2050 (excluding biogenic methane). This means that more carbon dioxide is absorbed by plants and forests than greenhouse gases emitted into the atmosphere.
- 38 Net zero emissions (excluding biogenic methane) are achieved in different timeframes across the three scenarios:
- a) BAU Scenario – net zero by 2047
 - b) Accelerated Ambition Scenario – net zero by 2044
 - c) High Ambition Scenario – net zero by 2042

Table 3 - Net Emissions to 2050 under each scenario (all gases excluding biogenic methane)

Emissions Scenario	Actual net emissions (tCO ₂ e)		Modelled net emissions (tCO ₂ e)				
	2018/19	2024/25	2030	2035	2040	2045	2050
BAU	705,000	641,000	370,000	195,000	130,000	9,000	-68,000
Accelerated Ambition			336,000	155,000	84,000	-28,000	-100,000
High Ambition			303,000	103,000	30,000	-63,000	-113,000

- 39 Figures 1-3 below show the different emissions trajectories under each scenario through to 2050, showing the reductions in Stationary Energy, Transport, Industrial Processes and Product Use, and Agriculture (nitrous oxide only), along with the rate of forestry sequestration to balance emissions.
- 40 The **BAU** emissions scenario shows gross emissions reducing 49% by 2050 compared to baseline (2018/19), with net zero achieved approximately 2047:

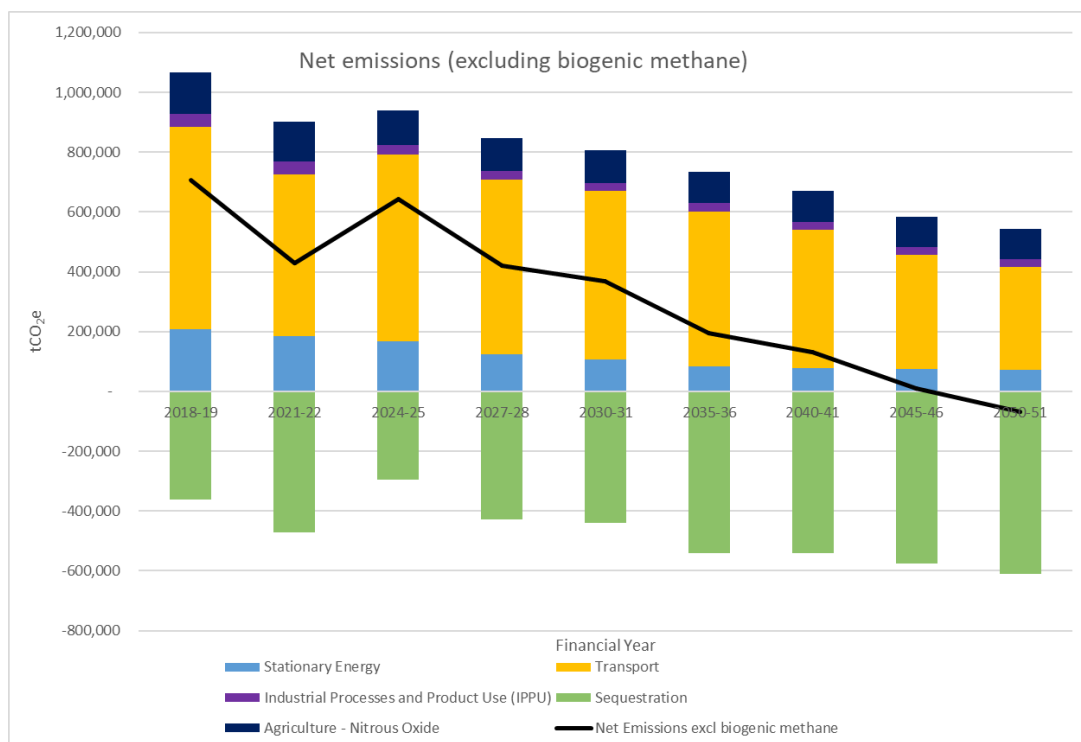


Figure 1 – BAU Scenario – All other greenhouse gases target

- 41 The **Accelerated Ambition** emissions scenario shows gross emissions reducing 52% by 2050 compared to baseline, with net zero achieved approximately 2044:

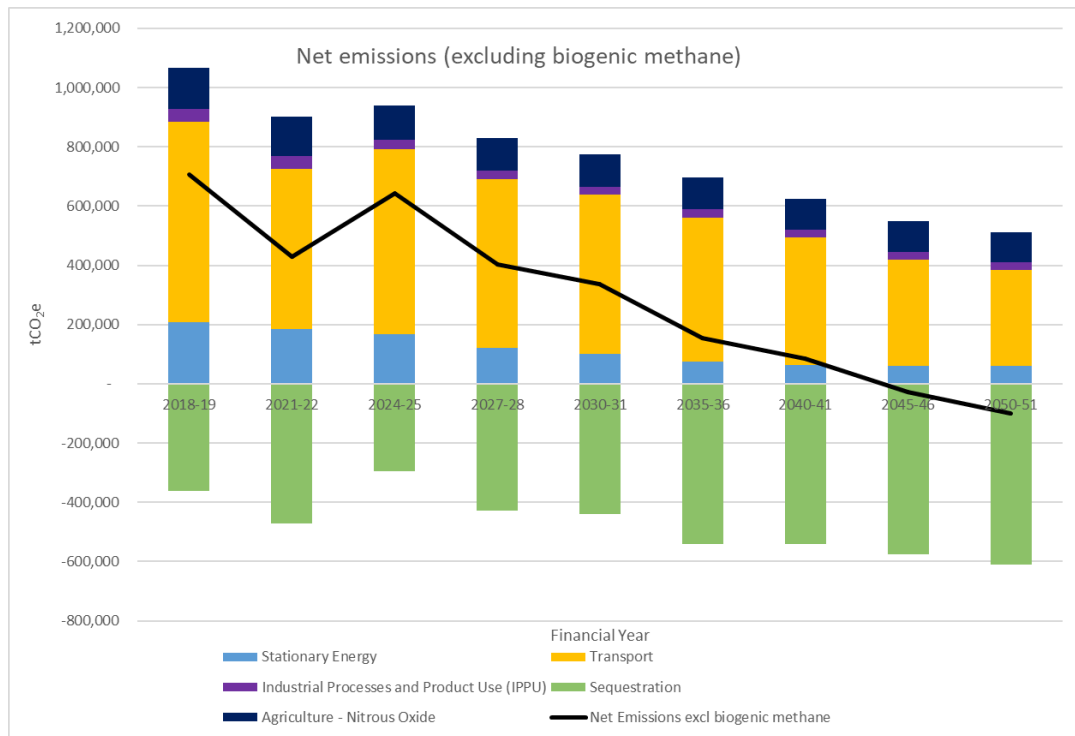


Figure 2 – Accelerated Ambition Scenario: All other greenhouse gases target

- 42 The **High Ambition** emissions scenario shows gross emissions reducing 53% by 2050 compared to baseline, with net zero achieved approximately 2042:

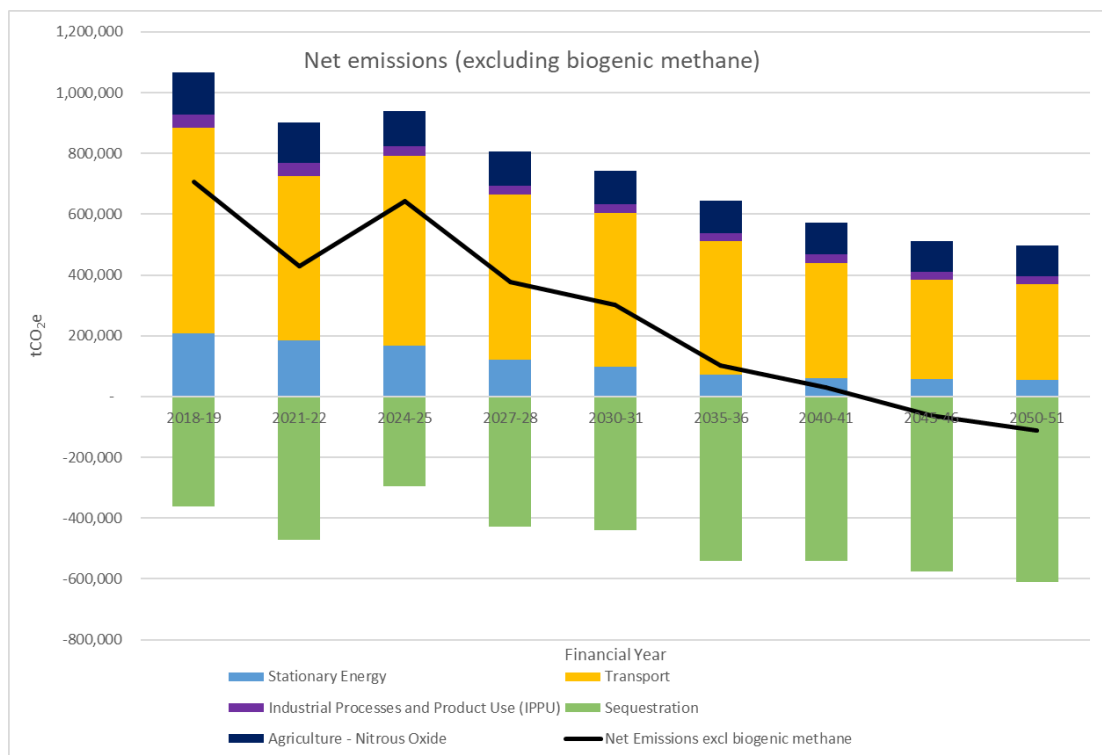


Figure 3 - High Ambition Scenario: All other greenhouse gases target

Biogenic methane reduction modelling

43 Table 4 below shows Dunedin’s modelled biogenic methane emissions through to 2050. The scenarios used in this modelling for waste diversion and agricultural methane reductions are included in Attachment B. The agricultural methane emissions reductions are based on the ERP2 agricultural emissions modelling, considering changes in Dunedin’s agricultural emissions between 2018/19 and 2024/25. This modelling anticipates:

- a) 2030/31 biogenic methane emissions being 16% lower than the 2018/19 baseline; and
- b) 2050 biogenic methane emissions being 27% lower than the 2018/19 baseline.

Table 4 – Biogenic methane emissions modelling to 2050

Emissions Source	Actual emissions (tCO ₂ e)		Modelled emissions (tCO ₂ e)				
	2018/19	2024/25	2030	2035	2040	2045	2050
Waste and wastewater	92,000	50,000	45,000	45,000	45,000	45,000	45,000
Agriculture	461,000	429,000	421,000	390,000	374,000	364,000	358,000
Total methane emissions	553,000	479,000	466,000	435,000	419,000	409,000	403,000

Climate Change Commission Recommendations

44 Staff have not modelled alternative biogenic methane emissions reduction pathways for Dunedin. However, the Climate Change Commission’s 2024 review of New Zealand’s 2050 emissions reduction targets recommended that Central Government adopt the following biogenic methane reduction targets:

- a) Retain the 2030 target to reduce biogenic methane emissions by 10%, compared with a 2017 baseline; and
- b) Reduce biogenic methane emissions 35-47% by 2050, compared with a 2017 baseline

45 The Climate Change Commission’s recommended target range was based on their analysis that adoption of existing technologies could achieve the 35% reduction, with the 47% reduction possible based on the potential of emerging technologies:

For biogenic methane, the lower end of the recommended target range reflects a pathway that, according to our analysis, is largely possible with current technologies. The higher end reflects what is likely to be possible with significant changes in technology, in particular if methane inhibiting technologies become available in Aotearoa New Zealand.³

46 Central Government did not proceed with the Climate Change Commission’s recommendation, instead in 2025 amending the biogenic methane target to be 14-24% below 2017 levels by 2050.

³ [2024 review of the 2050 emissions target :: Climate Change Commission](#)

Best Practice Guidance and Frameworks

- 47 This section summarises international guidance and frameworks relevant to setting city-wide emissions targets, and is similar to the information included in the *City-wide emissions target refresh options* report to Council on 22 July 2026 (CNL/2026/131).

Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6)

- 48 The IPCC AR6 synthesis report sets out core principles to define a scientifically robust target. Key findings include:
- a) Every increment of warming increases risks, and methane is a major driver of near-term warming.
 - b) Rapid methane reductions deliver climate benefits within years, not decades, due to methane's short lifespan in the atmosphere compared to other greenhouse gases.
 - c) Limiting warming to 1.5°C or 2°C will require deep cuts in all gases, particularly methane.
 - d) Net-zero carbon dioxide alone is insufficient. Other greenhouse gases must also decline sharply.
 - e) 1.5°C compatible pathways require approximately 34% methane reductions by 2030 (from 2019 levels).
- 49 For setting a Dunedin emissions target, IPCC's AR6 synthesis report confirms:
- a) Methane reductions matter immediately at the city-scale, and as such there should be a focus on short-term actions such as maximising landfill gas capture, wastewater methane management, and reducing landfilling of materials with high organic content (such as food, garden, and timber waste).
 - b) Net-zero all other gases does not remove the need for significant reductions in biogenic methane. AR6 is explicit that climate stabilisation requires:
 - i) Deep and sustained reductions in carbon dioxide reaching net-zero
 - ii) Significant reductions in methane and other non-carbon dioxide gases

Science-Based Targets for Cities (Guide)

- 50 The Science-Based Targets Network is a science-led initiative founded by a group of global Non-governmental Organisations (NGOs) to define what is necessary for cities to do to stay within planetary limits. The Science-Based Targets Network (SBTN) have issued guidance on how cities can set science-based targets⁴.
- 51 The key implications for Dunedin emissions targets are that under the SBTN guide, the 2030 short term target should reflect Dunedin's fair share of halving global emissions by 2030. The

⁴ <https://sciencebasedtargetsnetwork.org/wp-content/uploads/2020/11/SBTs-for-cities-guide-nov-2020.pdf>

recommended level of reduction would be a 70-75% reduction in emissions compared with 2015.

- 52 A 70-75% reduction in emissions by 2030 far exceeds what is considered plausible in any of the emissions modelling scenarios included in this report. If Council seek to adopt a target as close as possible to the level needed to support limiting warming to 1.5°C above pre-industrial levels, then the most ambitious emissions reduction and net zero target options presented in this report should be adopted.

Global Covenant of Mayors for Climate and Energy

- 53 Dunedin has been a signatory to the Global Covenant of Mayors for Climate and Energy (GCoM) since 2015. Cities in GCoM pledge to set “targets at least as ambitious as their country’s Nationally Determined Contributions under the United Nations Framework Convention on Climate Change (UNFCCC).”⁵
- 54 This does not provide specific guidance on the level of ambition needed in a city target. Rather it affirms that for Dunedin to remain a signatory to GCoM, a city level target of some form is required, with a level of ambition at least equivalent to that set nationally.

Local Government Funding Agency – Local Government Sector Climate Scenarios

- 55 In September 2025, the Local Government Funding Agency (LGFA) released their *Local Government Sector Climate Scenarios*⁶ (LGFA Climate Scenarios). The LGFA Climate Scenarios illustrate how climate change could impact the local government sector under different plausible climate futures. While these scenarios do not provide guidance on how to set a district level target, they do provide guidance on the likely impacts to local government and the communities local government support.
- 56 There are three scenarios included in the LGFA Climate Scenarios report:
- a) **Scenario 1: Acting now for our mokopuna** – based on coordinated global climate action from the late 2020s, driving a transition to a low-carbon, climate resilient economy, and limiting global warming to 1.7°C above pre-industrial levels by 2100.
 - b) **Scenario 2: Leaving it to the next generation** – Global climate action is delayed until the mid-2030s, with a rapid disorderly transition to a low-carbon economy. This leads to high economic and social costs for Aotearoa New Zealand. Global warming of 2.7°C above pre-industrial levels by 2100.
 - c) **Scenario 3: Inheriting a broken world** – Global climate action falters due to geopolitical tensions. Global warming of 3.9°C above pre-industrial levels by 2100.
- 57 Each of the scenarios leads to differences in the timing and severity of transition risks and physical hazards. As stated on page 7 of the LGFA Climate Scenarios report “[r]educing emissions or building resilience creates transition risk, whilst higher temperatures cause physical risk. Acting early leads to higher short-term transition risk, but reduces longer-term exposure to

⁵ <https://www.globalcovenantofmayors.org/journey/#1594369253859-2c931b65-720e> “Set Goals and Targets” sub-header

⁶ [Local Government Sector Climate Scenarios Report - FINAL.pdf](#)

physical impacts. Conversely, not reducing emissions leads to physical risks rising exponentially to 2100 and beyond.”

- 58 This is illustrated below, in terms of the extent of the transition risks and physical risks under each scenario, as well as the impacts of each scenario over time:



- 59 The key implications of the LGFA Climate Scenarios for Dunedin emissions targets are that action to reduce emissions and adapt to climate change in the short term will lead to transition risks in a New Zealand local government context, however decisive action in the late 2020s/2030s is expected to lead to the lowest transition risks and physical hazards overall.

Peer Cities

- 60 A comparison of the Hamilton, Palmerston North and Christchurch district level targets is shown below in Table 5. While there are some similarities between Dunedin and these cities, for all three agriculture makes up a smaller share of their city emissions compared with Dunedin (agriculture made up 39% of Dunedin’s emissions in 2024/25). Similarly, because of Dunedin’s large territorial boundaries, there are higher rates of forestry sequestration in Dunedin than places like Hamilton which are largely urban. This can help explain why Hamilton have set ambitious gross emissions reduction targets for 2050, without setting an overall net zero emissions target for Hamilton city.

Table 5 – Comparative New Zealand District Level Targets

NZ Peer District	Target Statement	District Target Years (Gross or Net)	Biogenic Treatment	Methane
Palmerston North City Council	<i>A central part of our goal to be an eco-city is achieving a 30% reduction in Palmy’s greenhouse gas emissions by 2031. This target is our part of a national effort to make the whole of New Zealand carbon neutral by 2050.⁷</i>	Gross target for 2031. Reference to 2050 national net-zero target.	Included in 2031 target. (Agriculture was 17% of Palmerston North city gross emissions in 2021)	

⁷ <https://www.pncc.govt.nz/Council/What-were-doing/Strategic-initiatives/Tackling-climate-change#section-1>

Christchurch City Council	<i>Our targets for Christchurch are to halve emissions by 2030, compared with 2016-2017 levels, and to achieve net zero greenhouse gas emissions by 2045, with at least a 50% reduction in methane emissions by 2045.⁸</i>	Gross target for 2030. Net Zero 2045	Separate target – 50% reduction in biogenic methane by 2045 (Agriculture was 16% of Christchurch city gross emissions in 2023)
Hamilton City Council	<i>By 2030 our city's emissions are reduced by at least 30%. By 2050 our city's emissions are reduced by at least 82%.⁹</i>	Gross target for 2030 and 2050. No net zero community target.	Included in overall targets. (Agriculture was 1% of Hamilton city gross emissions in 2022)

New Zealand Targets Context

- 61 Central Government have set the following emissions reductions targets for New Zealand to meet, under the Climate Change Response Act:
- a) Net zero emissions of all greenhouse gas emissions other than biogenic methane by 2050.
 - b) 14% to 24% reduction below 2017 biogenic methane emissions by 2050, including 10% reduction below 2017 biogenic methane emissions by 2030.
- 62 The 2050 biogenic methane emissions target was amended in December 2025, having previously been a target of a 24% to 47% reduction below 2017 biogenic methane emissions by 2050.
- 63 The New Zealand targets exclude international shipping and aviation emissions, which are included within Dunedin's emissions inventory and targets.
- 64 Central Government have also set the first and second Nationally Determined Contributions (NDCs) under the Paris Agreement covering 2021-2030 (NDC1) and 2031-2035 (NDC2). The NDC1 target is to reduce net greenhouse gas emissions to 50% below 2005 levels by 2030. This target can be met by domestic emissions reductions (reductions within New Zealand) and also by emissions reductions occurring offshore but paid for by New Zealand.

KEY CONSIDERATIONS

Fit with strategic framework

- 65 The relevant strategies and plans this decision relates to include the Zero Carbon Plan, DCC Emissions Management and Reduction Plan 2025-2030, and the Zero Carbon Policy. As noted within the report, the key shifts identified in the Zero Carbon Plan for Dunedin to become a low/zero net emissions city, and the action areas for DCC to support that transition, remain unchanged.

⁸ [Our climate emissions targets : Christchurch City Council](#)

⁹ [Hamilton City Council Climate Change Strategy](#)

Māori Impact Statement

- 66 A Treaty of Waitangi analysis was prepared previously as part of the Zero Carbon work programme. This indicated that, in general, taking action to reduce emissions is aligned with Treaty of Waitangi obligations because a wide range of taonga are at risk from climate change. However, individual projects will need to consider Te Taki Haruru and incorporate mana whenua and mātawaka inputs when delivered.

Legislative Reforms

- 67 'Climate Action' is one of the United Nation's Sustainable Development Goals, reflecting the centrality of action on climate change to the achievement of sustainable development. Without significant cuts to emissions, climate change impacts will further accelerate, with commensurate negative impacts on the social, environmental, cultural and economic wellbeing of New Zealand communities. As such, efforts to reduce emissions support sustainable economic growth and development over the medium to long term, as part of global efforts to minimise the negative impacts of climate change, and forms part of meeting the current and future needs of communities.

Sustainability, Climate Mitigation (Zero Carbon), Adaptation and Resilience

- 68 As this report is about setting the level of ambition for city-wide reduction targets, there are significant implications for Dunedin's emissions trajectory to 2050 depending on the options chosen.
- 69 Adaptation alone cannot address all climate risks. Reducing greenhouse gas emissions is essential to limit the scale of future climate change and keep adaptation achievable and affordable. A low emissions Ōtepoti Dunedin can also deliver local benefits through more efficient infrastructure and systems, greater energy independence, healthier environments and improved public health, while contributing to global climate goals. As such, Council's decisions and support for emissions reduction within Dunedin can also support efforts to adapt to the effects of climate change, and increase local resilience.

OPTIONS

- 70 This report includes options for three different components of Dunedin city-wide targets:
- a) For all greenhouse gases excluding biogenic methane:
 - i) A near term gross emissions reduction target; and
 - ii) A long-term net zero emissions target
 - b) Separate gross emissions reduction targets for biogenic methane

Near-term gross emissions reduction target options

- 71 For the near-term gross emissions reduction target (all gases excluding biogenic methane), this report presents two options for Council to consider:
- a) A 30% reduction in gross emissions by 2030/31, compared with a 2018/19 baseline

- This is based on the **High Ambition Scenario** outlined under paragraph 36 of this report, and covered in Attachment B.
- b) A 25% reduction in gross emissions by 2030/31, compared with a 2018/19 baseline
- This is based on the **BAU Scenario** outlined under paragraph 36 of this report, and covered in Attachment B.

Long-term net zero emissions target options

- 72 For the long-term net zero emissions target, this report presents three options for Council to consider, based on the extent of emissions reduction considered plausible under three different modelling scenarios:
- a) Net zero emissions (excluding biogenic methane) by 2040
 - This is broadly based on the **High Ambition Scenario** outlined in paragraph 37-42 of this report, with the changes needed to achieve this covered in detail in Attachment B. Emissions modelling anticipates net emissions of 30,000tCO₂e in 2040 under this scenario. As such, achieving net zero by 2040 would require either finding further emissions reductions by 2040, or increasing forestry sequestration to bridge this gap.
 - b) Net zero emissions (excluding biogenic methane) by 2045
 - This is based on the **Accelerated Ambition Scenario** outlined in paragraph 37-42 of this report, with the changes needed to achieve this covered in detail in Attachment B.
 - c) Net zero emissions (excluding biogenic methane) by 2050
 - This is based on the **BAU Scenario** outlined in paragraph 37-42 of this report, with the changes needed to achieve this covered in detail in Attachment B.

Biogenic methane emissions reduction options

- 73 For biogenic methane, staff recommend retaining the existing target to reduce gross biogenic methane emissions 10% by 2030.
- 74 This report includes three options for a 2050 biogenic methane emissions reduction target:
- a) Retain the target of a 24-47% reduction in biogenic methane emissions by 2050, compared with 2017 levels (set in 2019, in line with Government direction at that time)
 - b) Adopt the Climate Change Commission's 2024 recommendation to reduce biogenic methane emissions 35-47% by 2050, compared with 2017 levels
 - c) Adopt the current New Zealand government target to reduce biogenic methane 14-24% by 2050, compared with 2017 levels

Assumptions

- 75 Assumptions used in each of the emissions modelling scenarios is covered in detail under Attachment B.

Financial Comparison

- 76 Throughout the 2027-2037 10 Year Plan deliberations, Council will make decisions which have implications for achieving both city-wide and DCC emissions reduction targets. The emissions implications of these decisions will be outlined in relevant options reports for Council's consideration. As such, Council will consider funding of projects that support city-wide emissions reduction across the various options reports being presented through 2026.

Short Term Gross Reduction Target: Option One – 30% Reduction by 2030/31

- 77 This short-term target option is for a 30% reduction in gross emissions (excluding biogenic methane) by 2030/31, compared with a 2018/19 baseline.
- 78 This is based on the High Ambition Scenario outlined under paragraph 36 of this report, and covered in Attachment B.

Option Assessment

Advantages

- More closely aligns with best practice guidance on science-aligned city emissions reduction targets than option two
- Supports Dunedin residents enjoying the co-benefits of transitioning to a lower carbon city sooner than option two (such as more efficient infrastructure and systems, greater energy independence, healthier environments and improved public health)

Disadvantages

- Achievement requires more significant investment and change across Dunedin through to 2030/31 than option two, which could lead to higher transition risks in the short term.

Short Term Gross Reduction Target: Option Two – 25% Reduction by 2030/31

- 79 This short-term target option is for a 25% reduction in gross emissions (excluding biogenic methane) by 2030/31, compared with a 2018/19 baseline.
- 80 This is based on the BAU Scenario outlined under paragraph 36 of this report, and covered in Attachment B.

Option Assessment

Advantages

- Requires a slower pace of change in the short term, which could mitigate transition risks for Dunedin residents over the short term

Disadvantages

- Achievement of this target would lead to reduced co-benefits associated with transitioning to a lower carbon city compared with option one, including higher dependence on fossil fuels for energy
- Less aligned with best practice guidance on city emissions reduction targets than option one

Long Term Net Zero Emissions Target – Option One – Net Zero 2040

- 81 This target option is for Dunedin to achieve net zero emissions (excluding biogenic methane) by 2040.
- 82 This is broadly based on the High Ambition Scenario outlined in paragraph 37-42 of this report, with the changes needed to achieve this covered in detail in Attachment B.
- 83 Emissions modelling anticipates net emissions of 30,000tCO₂e in 2040 under this scenario. As such, achieving net zero by 2040 would require either finding further emissions reductions by 2040, or increasing forestry sequestration to bridge this gap.

Option Assessment*Advantages*

- Strongest alignment with best practice guidance on science-based city emissions reduction targets than other long term target options
- Supports Dunedin residents enjoying the co-benefits of transitioning to a lower carbon city sooner than options two and three (such as more efficient infrastructure and systems, greater energy independence, healthier environments and improved public health)

Disadvantages

- Requires Dunedin to transition to a low emissions city at a significantly faster pace than is anticipated in the Second National Emissions Reduction Plan for 2026-2030, which could lead to higher levels of local investment and lower levels of support from Central Government than aligning more closely with the New Zealand emissions targets.

Risks

- Achievement of net zero relies on significant increases to forestry sequestration compared with 2024/25 levels. Natural hazards such as landslides or wildfires of forested areas could reduce the amount of carbon sequestration possible within Dunedin's territorial boundaries.

Opportunities

- Becoming net zero by 2040, and net negative from 2041 onwards, would support achievement of New Zealand's overall 2050 net zero targets, and enable districts with less capacity for forestry sequestration than Dunedin to have residual hard to abate emissions remaining by 2050.
- Given the number of investment and political cycles between 2026 and 2040, along with potential technological advancements over the same period, there may be additional opportunities to reduce Dunedin's emissions over the next 15 years which further support achievement of net zero by 2040

Long Term Net Zero Emissions Target – Option Two – Net Zero 2045

- 84 This target option is for Dunedin to achieve net zero emissions (excluding biogenic methane) by 2045.
- 85 This is broadly based on the Accelerated Ambition Scenario outlined in paragraph 37-42 of this report, with the changes needed to achieve this covered in detail in Attachment B.

Option Assessment*Advantages*

- Supports Dunedin residents enjoying the co-benefits of transitioning to a lower carbon city sooner than option three (such as more efficient infrastructure and systems, greater energy independence, healthier environments and improved public health)
- Requires a slower pace of change than option one.

Disadvantages

- Requires Dunedin to transition to a low emissions city at a faster pace than is anticipated in the Second National Emissions Reduction Plan for 2026-2030, which could lead to higher levels of local investment and lower levels of support from Central Government than aligning more closely with the New Zealand emissions targets.
- More poorly aligned with best practice guidance on science-based city emissions reduction targets than option one

Risks

- Achievement of net zero relies on significant increases to forestry sequestration compared with 2024/25 levels. Natural hazards such as landslides or wildfires of forested areas could reduce the amount of carbon sequestration possible within Dunedin's territorial boundaries.

Opportunities

- Becoming net zero by 2045, and net negative from 2046 onwards, would support achievement of New Zealand's overall 2050 net zero targets, and enable districts with less capacity for forestry sequestration than Dunedin to have residual hard to abate emissions remaining by 2050.
- Given the number of investment and political cycles between 2026 and 2045, along with potential technological advancements over the same period, there may be additional opportunities to reduce Dunedin's emissions over the next 20 years which further support achievement of net zero by 2045

Long Term Net Zero Emissions Target – Option Three – Net Zero 2050

- 86 This target option is for Dunedin to achieve net zero emissions (excluding biogenic methane) by 2050.
- 87 This is broadly based on the BAU Scenario outlined in paragraph 37-42 of this report, with the changes needed to achieve this covered in detail in Attachment B. The BAU Scenario anticipates Dunedin becoming a net zero city by 2047.

Option Assessment

Advantages

- Requires a slower pace of change, which could mitigate transition risks for Dunedin residents over the short term
- Aligns with New Zealand government targets, which may mean there are greater incentives and policies available from Central Government to encourage achievement of a 2050 aligned target

Disadvantages

- Achievement of this target would lead to reduced co-benefits associated with transitioning to a lower carbon city compared with options one and two, including higher dependence on fossil fuels for energy between 2026 and 2050
- Poorest alignment with best practice guidance on science-based city emissions reduction targets of all long term net zero options

Risks

- Achievement of net zero relies on significant increases to forestry sequestration compared with 2024/25 levels. Natural hazards such as landslides or wildfires of forested areas could reduce the amount of carbon sequestration possible within Dunedin's territorial boundaries.

Opportunities

- Given the number of investment and political cycles between 2026 and 2050, along with potential technological advancements over the same period, there may be additional opportunities to reduce Dunedin's emissions over the next 25 years which further support achievement of net zero by 2050

Biogenic Methane Reduction Target: Option One – 24-47% Reduction by 2050

- 88 This option for biogenic methane emissions reduction involves a short term and long term target:
- a) Retain the existing target of a 10% reduction in biogenic methane emissions by 2030, compared with 2017 levels; and
 - b) Retain the target of a 24-47% reduction in biogenic methane emissions by 2050, compared with 2017 levels (set in 2019, in line with Government direction at that time)

- 89 This target is within the range of the biogenic methane emissions modelling presented in paragraph 43 of this report, being a 27% reduction by 2050.

Option Assessment

Advantages

- Aligns well with the biogenic methane emissions modelling estimate of a 27% reduction by 2050
- Is more closely aligned with best practice guidance that deep reductions in biogenic methane are required than option 3 (adopt current Central Government targets)

Disadvantages

- This option no longer aligns with Central Government policy, nor does it align with the Climate Change Commission's recommendation to Central Government in 2024

Risks

- Achievement of the upper end of this range is significantly more ambitious than the current New Zealand government target of a 14-24% reduction by 2050, which may make achievement of a reduction close to 47% by 2050 significantly more challenging, due to a lack of associated national policy settings and incentives

Opportunities

- Given the number of investment and political cycles between 2026 and 2050, along with potential technological advancements over the same period, there may be additional opportunities to reduce Dunedin's biogenic emissions over the next 25 years which make it easier to achieve biogenic methane reductions closer to 47% by 2050

Biogenic Methane Reduction Target: Option Two – 35-47% Reduction by 2050

- 90 This option for biogenic methane emissions reduction involves a short term and long term target:
- a) Retain the existing target of a 10% reduction in biogenic methane emissions by 2030, compared with 2017 levels; and
 - b) Adopt the Climate Change Commission's 2024 recommendation to reduce biogenic methane emissions 35-47% by 2050, compared with 2017 levels
- 91 The Climate Change Commission's recommendation is covered in paragraphs 44-45 of this report.
- 92 This target exceeds the level of biogenic emissions reduction modelled to 2050, presented in paragraph 43 of this report.

Option Assessment

Advantages

- Most closely aligned of all options with best practice guidance that deep reductions in biogenic methane are required to limit the impacts of climate change

Disadvantages

- This option does not align with Central Government policy

Risks

- This target is significantly more ambitious than the current New Zealand government target of a 14-24% reduction by 2050, which may make achievement of a reduction close to 35-47% by 2050 significantly more challenging, due to a lack of associated national policy settings and incentives
- This target is also moderately more ambitious than what the emissions modelling in this report anticipates (a 27% reduction by 2050)

Opportunities

- Given the number of investment and political cycles between 2026 and 2050, along with potential technological advancements over the same period, there may be additional opportunities to reduce Dunedin's biogenic emissions over the next 25 years which make it easier to achieve biogenic methane reductions closer to 35-47% by 2050

Biogenic Methane Reduction Target: Option Three – 14-24% Reduction by 2050

93 This option for biogenic methane emissions reduction involves a short term and long term target:

- a) Retain the existing target of a 10% reduction in biogenic methane emissions by 2030, compared with 2017 levels; and
- b) Adopt the current New Zealand government target to reduce biogenic methane 14-24% by 2050, compared with 2017 levels

Option Assessment

Advantages

- Aligns with Central Government policy
- Emissions modelling to 2050 predicts the upper end of this target (24% reduction) could be exceeded

Disadvantages

- Poorest alignment with best practice guidance, in particular IPCC analysis that deep reductions in biogenic methane are required to limit the impacts of climate change
- The lower end of this target band was almost achieved in 2024/25, meaning adopting this target range represents relatively low ambition given Dunedin's context

Risks

- This target is not aligned with either Climate Change Commission advice, or international best practice guidance, which could create credibility risks

Opportunities

- Given the number of investment and political cycles between 2026 and 2050, along with potential technological advancements over the same period, there may be additional opportunities to reduce Dunedin's biogenic emissions over the next 25 years which make it easier to reduce biogenic methane emissions in excess of a 14-24% reduction by 2050

NEXT STEPS

- 94 Following Council's decision on new city emissions reduction targets, staff will incorporate the new Dunedin emissions targets into the Long Term Plan 2027-2037. Staff will also undertake a light refresh of the Zero Carbon Plan to incorporate the new targets.

Signatories

Author:	Rory McLean - Senior Policy Analyst - Zero Carbon
Authoriser:	Scott MacLean - General Manager, City Services

Attachments

	Title	Page
↓A	Global Warming Potentials Summary	88
↓B	Summary of Emissions Modelling Scenarios	90

OTHER CONSIDERATIONS

Fit with purpose of Local Government

Implementation of the Zero Carbon Policy, Zero Carbon Plan and DCC's Emissions Management and Reduction Plan promotes the economic, social and environmental wellbeing of communities in the present and for the future, by facilitating the transition to a low carbon economy.

LTP / Financial Strategy /Infrastructure Strategy/ Water Services Strategy

References to the 2030 Zero Carbon targets are embedded throughout the 9 Year Plan 2025-2034. Following Council decisions on new Dunedin emissions reduction targets, reference to these new targets will be incorporated into the Long Term Plan 2027-2037.

Financial considerations

There are no direct financial implications of this decision. Council decisions on actions to support reducing Dunedin emissions will be considered as part of Long Term Plan processes.

Significance

This decision is considered low significance as the proposed changes seek to give effect to existing resolutions of Council, and as noted in the report staff have assessed that should Council decide on adopting refreshed targets, this does not fundamentally change the priority action areas for DCC as outlined in the Zero Carbon Plan. Any changes to the emissions targets Council set for Dunedin will be incorporated into consultation on the Long Term Plan 2027-2037 for community engagement and feedback.

Engagement – external

There was significant external engagement during 2023 in the development of the Zero Carbon Plan. There has been limited external engagement in relation to options to refresh Dunedin's emissions targets, given adopting refreshed targets does not fundamentally change the key shifts needed for Dunedin to reduce its emissions, and the priority action areas for DCC to support emissions reduction at the city level.

DCC's Zero Carbon team have engaged with Zero Carbon Alliance partners on target refresh options, given the Memorandum of Understanding for the Zero Carbon Alliance includes direct reference to the previous 2030 city emissions targets.

Adopting new city targets is not anticipated to change the overall purpose of the Zero Carbon Alliance, or the level of urgency required for both organisational and city-wide emissions reduction efforts across the 6 partners.

Engagement - internal

A range of teams have been informed that Council will be considering refreshed Dunedin emissions targets, with specific engagement as necessary to update emissions modelling scenarios assumptions (for instance, engagement with Transport).

Risks: Legal / Health and Safety etc.

There are a range of risks associated with the different emissions target options, particularly regarding achievability (for higher ambition options) to credibility (for lower ambition target options). These have been addressed under each of the options.

Conflict of Interest

No conflict of interest has been identified.

OTHER CONSIDERATIONS

Community Boards

There are no direct implications identified for Community Boards relating to this decision.

Global Warming Potentials

There are many greenhouse gases, each with a different ability to warm the atmosphere. *Global Warming Potential (GWP)* is a measure used to compare how much heat a greenhouse gas traps in the atmosphere over time, relative to carbon dioxide (CO₂).

The GWP of a gas depends on:

- How effectively it traps heat, and
- How long it remains in the atmosphere before breaking down.

To account for these differences, emissions are standardised by converting each gas into *carbon dioxide equivalents (CO₂e)* using its GWP. This allows different greenhouse gases to be compared and reported on a consistent basis.

GWP values using in the Dunedin inventory

The Dunedin City Greenhouse Gas Emissions Inventory for 2024/25 uses the most recent values from the Intergovernmental Panel on Climate Change (IPCC) 6th Assessment Report (2021), often referred to as *AR6*.

These values are based on a 100-year timeframe, known as *GWP100*, which is the most commonly used approach for emissions reporting.

There is a minor error in the Global Warming Potentials used in the 2024/25 inventory – see page 2 of this document for an explanation.

The GWP100 values for the main greenhouse gases are:

Greenhouse Gas	Global Warming Potential (GWP100)	Margin of error
Carbon dioxide (CO ₂)	1	-
Biogenic methane (CH ₄)	27	±11
Non-biogenic methane (CH ₄)	29.8	±11
Nitrous oxide (N ₂ O)	273	±130

Biogenic methane comes from biological sources (plants and animals), while non-biogenic methane is associated with fossil fuels (such as natural gas leakage). It lasts about 12 years in the atmosphere in the form of methane, before breaking down into carbon dioxide and water vapour.

As shown above, there is a relatively high margin of error for methane and nitrous oxide. There are also many other greenhouse gases (such as refrigerants) with their own GWP values that are not included here.

Why GWP values change over time

GWP100 values are updated in each IPCC Assessment Report to reflect the latest scientific understanding.

For example, the GWP100 value for biogenic methane (CH₄) has changed over time:

IPCC Assessment Report	Year Released	GWP100 for methane
AR1	1990	21
AR4	2007	25
AR5	2014	34 ¹
AR6	2021	27

These updates reflect ongoing improvements in climate science and measurement.

Minor error in Dunedin Greenhouse Gas Inventory 2024/25

A minor discrepancy has been identified in the Dunedin City Greenhouse Gas Emissions Inventory 2024/25.

A GWP100 value of 27.2 was used for biogenic methane in the inventory prepared by AECOM. This figure of 27.2 was stated by staff at the Policy and Planning Committee on 2 April 2026.

The correct GWP100 value for biogenic methane from the final IPCC AR6 report is 27.

This occurred because an earlier version of the IPCC report (used during drafting) included the 27.2 figure, which was later updated to 27 in the final published version. Staff have confirmed this with AECOM.

The impact of this difference is very small. Using the correct value reduces reported biogenic methane emissions by 3,511 tCO₂e, equivalent to 0.25% of Dunedin's total emissions for 2024/25. Given the minor impact on Dunedin's total emissions for 2024/25, the Greenhouse Gas Inventory report will not be updated to amend this error. Rather, it will be corrected when the next inventory is completed.

¹ When climate change feedback is included. The Fifth Assessment Report is the first time the IPCC reported on climate change feedback in Global Warming Potentials (GWP), and included *with climate change feedback* and *without climate change feedback* GWP values. This was an emerging area of research at the time of the Fifth Assessment Report. In the Sixth Assessment Report, all GWPs included climate change feedbacks by default. Climate change feedbacks refer to flow on impacts caused by the release of greenhouse gases – for example, burning of fossil fuels releases CO₂, which traps more heat in the atmosphere, which leads to melting of ice sheets. Ice sheets have high albedo (reflect sunlight away, which has a cooling effect) and the ocean has low albedo, so as the ice sheets melt due to the release of CO₂, more sunlight is absorbed by oceans, which leads to more warming, which leads to more ice and snow melt.

Overview of Emissions Modelling Scenarios

BAU Scenario – All Other Gases Target

Area	2030	2035	2040	2045	2050	Rationale for Scenario
Gross emissions	807,000 tCO₂e	735,000 tCO₂e	672,000 tCO₂e	584,000 tCO₂e	542,000 tCO₂e	24% gross emissions reduction by 2030, 49% gross reduction by 2050
Net emissions	368,000 tCO₂e	195,000 tCO₂e	130,000 tCO₂e	8,629 tCO₂e	- 68,000 tCO₂e	Net zero achieved approximately 2047
Light vehicle travel demand	Light vehicle travel demand reduces 10% per capita	Light vehicle travel demand reduces 11% per capita	Light vehicle travel demand reduces 12% per capita	Light vehicle travel demand reduces 12% per capita	Light vehicle travel demand reduces 12% per capita	Changes in comparison to 2018/19 baseline. Slight increase compared with 2021/22, held through to 2050. Informed by ERP2 per capita projections, and trends in Dunedin from 2018/19 to 2024/25
Cycling	4% of trips done by bike	4% of trips done by bike	4% of trips done by bike	4% of trips done by bike	4% of trips done by bike	Baseline 2018/19 trip share approx. 2%. Assumes cycling trip share increases slightly on 2024/25 levels
Walking	10% of trips done by walking	10% of trips done by walking	10% of trips done by walking	10% of trips done by walking	10% of trips done by walking	Baseline 2018/19 trip share approx. 10%. Assumes walking trip share stays at 2024/25 levels
Public Transport	4% of trips done by public transport	4% of trips done by public transport	4% of trips done by public transport	4% of trips done by public transport	4% of trips done by public transport	Baseline 2018/19 trip share approx. 3%. Assumes Public Transport demand stays at 2024/25 levels
Rail/Road Freight Share	Current road/rail freight share remains the same	Current road/rail freight share remains the same	Current road/rail freight share remains the same	Current road/rail freight share remains the same	Current road/rail freight share remains the same	Based on maintenance of status quo share of rail freight
Total Freight Demand	4% reduction in land freight task	5% reduction in land freight task	5% reduction in land freight task	5% reduction in land freight task	6% reduction in land freight task	No change in projections used in Zero Carbon Plan modelling.
Aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	All reductions in comparison to baseline 2018/19. Based on holding 2024/25 levels of flights.
Cruise ship emissions	Cruise emissions reduce by 20%	Cruise emissions reduce by 25%	Cruise emissions reduce by 30%	Cruise emissions reduce by 35%	Cruise emissions reduce by 40%	All reductions in comparison to baseline 2018/19. Target relies upon International Maritime Organisation meeting 20-30% gross reduction target by 2030, and 40% gross reduction by 2050.
Marine emissions	Marine emissions reduce by 20%	Marine emissions reduce by 25%	Marine emissions reduce by 30%	Marine emissions reduce by 35%	Marine emissions reduce by 40%	All reductions in comparison to baseline 2018/19. Target relies upon IMO meeting 20-30% gross reduction target by 2030, and 40% gross reduction by 2050.
Heavy vehicle EV share	Electrify 1% of heavy vehicle fleet	Electrify 2% of heavy vehicle fleet	Electrify 6% of heavy vehicle fleet	Electrify 13% of heavy vehicle fleet	Electrify 18% of heavy vehicle fleet	Aligns with national level projections included in the ERP2

Light vehicle EV share	Electrify 10% of light vehicle fleet	Electrify 21% of light vehicle fleet	Electrify 39% of light vehicle fleet	Electrify 58% of light vehicle fleet	Electrify 73% of light vehicle fleet	Projections updated in line with updated national level projections in ERP2.
Vehicle fuel efficiency	ICE vehicle fuel efficiency to improve by 5%	ICE vehicle fuel efficiency to improve by 6.3%	ICE vehicle fuel efficiency to improve by 7.5%	ICE vehicle fuel efficiency to improve by 8.8%	ICE vehicle fuel efficiency to improve by 10%	Changes in efficiency in comparison to baseline 2018/19. No change in projections.
Coal	Phase out coal use	Phase out coal use	Phase out coal use	Phase out coal use	Phase out coal use	Major institutions in Dunedin have committed to switching from coal use, with Dunedin Energy Centre, and all schools now using alternatives for space heating.
Stationary LPG	26% reduction in stationary LPG use	33% reduction in stationary LPG use	40% reduction in stationary LPG use	47% reduction in stationary LPG use	54% reduction in stationary LPG use	All reductions in comparison to baseline 2018/19. Projections refined from 2023, to reflect differing uses of stationary LPG across commercial/industry/and residential. There is less Central Govt support available, however increasing LPG prices and reductions in the cost of low carbon alternatives incentivise building and home owners to switch from LPG to low carbon space heating/hot water heating. LPG use for process heat is more challenging to displace.
Stationary diesel	16% reduction in stationary diesel use	20% reduction in stationary diesel use	24% reduction in stationary diesel use	27% reduction in stationary diesel use	30% reduction in stationary diesel use	All reductions in comparison to baseline 2018/19. Projections refined from 2023, to reflect differing uses of stationary diesel across commercial/industry/and residential. While there is reduced central government funding, there are still incentives for building/asset owners to decarbonise stationary energy. Stationary diesel use for process heat is more challenging to displace.
Energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	No change in projections used in Zero Carbon Plan modelling.
Solar	Increased uptake of solar	Increased uptake of solar	Increased uptake of solar	Increased uptake of solar	10% of north facing household rooftops with solar PV	Based on modest uptake of residential rooftop solar PV, limited to no commercial/industrial uptake.
National electricity grid	92% renewable grid	98% renewable grid	98% renewable grid	98% renewable grid	98% renewable grid	Based on MBIE projections for mix of electricity, along with anticipated additional electricity demand through more widespread electrification.
IPPU Emissions	38% reduction in IPPU	38% reduction in IPPU	38% reduction in IPPU	38% reduction in IPPU	38% reduction in IPPU	All reductions in comparison to baseline 2018/19. Amended to account for significant reduction in IPPU emissions up to FY25, with FY25 levels held through to 2050.
Agricultural emissions – nitrous oxide	21% reduction in agricultural nitrous oxide emissions	23% reduction in agricultural nitrous oxide emissions	25% reduction in agricultural nitrous oxide emissions	26% reduction in agricultural nitrous oxide emissions	27% reduction in agricultural nitrous oxide emissions	All reductions in comparison to baseline 2018/19. Based on national projections for agriculture emissions, taking into account changes in Dunedin from FY19 to FY25.
Sequestration	22% increase in sequestration	50% increase in sequestration	50% increase in sequestration	59% increase in sequestration	68% increase in sequestration	All increases in comparison to sequestration in 2018/19. The total extent of forestry cover within Dunedin is forecast to increase, with the carbon sequestration per annum modelled based on trends between 2018/19-2024/25, and ERP2 modelling on the increase in forestry cover through to 2050 downscaled to Dunedin.

Accelerated Ambition Scenario – All Other Greenhouse Gases Target

Area	2030	2035	2040	2045	2050	Rationale for Scenario
Gross emissions	775,000 tCO2e	695,000 tCO2e	625,000 tCO2e	548,000 tCO2e	510,000 tCO2e	27% Gross emissions reduction by 2030. 52% gross emissions reduction by 2050.
Net emissions	336,000 tCO2e	155,000 tCO2e	84,000 tCO2e	- 28,000 tCO2e	- 100,000 tCO2e	Net zero achieved approximately 2044
Light vehicle travel demand	Light vehicle travel demand reduces 14% per capita	Light vehicle travel demand reduces 17% per capita	Light vehicle travel demand reduces 20% per capita	Light vehicle travel demand reduces 24% per capita	Light vehicle travel demand reduces 25% per capita	Changes in comparison to 2018/19 baseline. Assumes increasing urban densification leads to moderate vehicle kilometres travelled reductions by 2050.
Cycling	8% of trips done by bike	9% of trips done by bike	11% of trips done by bike	12% of trips done by bike	15% of trips done by bike	Baseline 2018/19 trip share approx. 2%. Assumes significantly higher active transport share than 2024/25.
Walking	13% of trips done by walking	14% of trips done by walking	14% of trips done by walking	14% of trips done by walking	15% of trips done by walking	Baseline 2018/19 trip share approx. 10%. Assumes walking trip share increases on 2024/25 levels.
Public Transport	6% of trips done by public transport	7% of trips done by public transport	8% of trips done by public transport	9% of trips done by public transport	10% of trips done by public transport	Baseline 2018/19 trip share approx. 3%. Assumes trend of modest growth in Public Transport patronage between 2018/19 to 2024/25 carries on through to 2050.
Rail/Road Freight Share	Shifting 4% freight by rail rather than road	Shifting 5% freight by rail rather than road	Shifting 5% freight by rail rather than road	Shifting 5% freight by rail rather than road	Shifting 5% freight by rail rather than road	% change refers to proportion of existing road freight switching to rail. Baseline rail freight already built into model. Relies on modest change to status quo road/rail share.
Total Freight Demand	4% reduction in land freight task	5% reduction in land freight task	5% reduction in land freight task	5% reduction in land freight task	6% reduction in land freight task	No change in projections used in Zero Carbon Plan modelling.
Aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	All reductions in comparison to baseline 2018/19. Based on holding 2024/25 levels of flights.
Cruise ship emissions	Cruise emissions reduce by 20%	Cruise emissions reduce by 25%	Cruise emissions reduce by 30%	Cruise emissions reduce by 35%	Cruise emissions reduce by 40%	All reductions in comparison to baseline 2018/19. Target relies upon International Maritime Organisation meeting 20-30% gross reduction target by 2030, and 40% gross reduction by 2050.
Marine emissions	Marine emissions reduce by 20%	Marine emissions reduce by 25%	Marine emissions reduce by 30%	Marine emissions reduce by 35%	Marine emissions reduce by 40%	All reductions in comparison to baseline 2018/19. Target relies upon IMO meeting 20-30% gross reduction target by 2030, and 40% gross reduction by 2050.
Heavy vehicle EV share	Electrify 1% of heavy vehicle fleet	Electrify 2% of heavy vehicle fleet	Electrify 6% of heavy vehicle fleet	Electrify 13% of heavy vehicle fleet	Electrify 18% of heavy vehicle fleet	Aligns with national level projections included in the ERP2

Light vehicle EV share	Electrify 10% of light vehicle fleet	Electrify 21% of light vehicle fleet	Electrify 39% of light vehicle fleet	Electrify 58% of light vehicle fleet	Electrify 73% of light vehicle fleet	Projections updated in line with updated national level projections in ERP2.
Vehicle fuel efficiency	ICE vehicle fuel efficiency to improve by 5%	ICE vehicle fuel efficiency to improve by 6.3%	ICE vehicle fuel efficiency to improve by 7.5%	ICE vehicle fuel efficiency to improve by 8.8%	ICE vehicle fuel efficiency to improve by 10%	Changes in efficiency in comparison to baseline 2018/19. No change in projections.
Coal	Phase out coal use	Phase out coal use	Phase out coal use	Phase out coal use	Phase out coal use	Major institutions in Dunedin have committed to switching from coal use, with Dunedin Energy Centre, and all schools now using alternatives for space heating.
Stationary LPG	42% reduction in stationary LPG use	64% reduction in stationary LPG use	84% reduction in stationary LPG use	85% reduction in stationary LPG use	85% reduction in stationary LPG use	All reductions in comparison to baseline 2018/19. Projections refined from 2023, to reflect differing uses of stationary LPG across commercial/industry/and residential. Assumes almost all buildings and households switch from LPG to low emissions alternatives by 2050. LPG use for process heat is more challenging to displace.
Stationary diesel	23% reduction in stationary diesel use	29% reduction in stationary diesel use	40% reduction in stationary diesel use	41% reduction in stationary diesel use	42% reduction in stationary diesel use	All reductions in comparison to baseline 2018/19. Projections refined from 2023, to reflect differing uses of stationary diesel across commercial/industry/and residential. While there is reduced central government funding, there are still incentives for building/asset owners to decarbonise stationary energy. Stationary diesel use for process heat is more challenging to displace.
Energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	No change in projections to 2030.
Solar	Increased uptake of solar	Increased uptake of solar	Increased uptake of solar	Increased uptake of solar	10% of north facing household rooftops with solar PV. 10% of available commercial/industrial roof area with solar PV.	Based on modest uptake of residential rooftop solar PV, modest commercial/industrial uptake.
National electricity grid	92% renewable grid	98% renewable grid	98% renewable grid	98% renewable grid	98% renewable grid	Based on MBIE projections for mix of electricity, along with anticipated additional electricity demand through more widespread electrification.
IPPU Emissions	38% reduction in IPPU	38% reduction in IPPU	38% reduction in IPPU	38% reduction in IPPU	38% reduction in IPPU	All reductions in comparison to baseline 2018/19. Amended to account for significant reduction in IPPU emissions up to FY25, with FY25 levels held through to 2050.
Agricultural emissions – nitrous oxide	21% reduction in agricultural nitrous oxide emissions	23% reduction in agricultural nitrous oxide emissions	25% reduction in agricultural nitrous oxide emissions	26% reduction in agricultural nitrous oxide emissions	27% reduction in agricultural nitrous oxide emissions	All reductions in comparison to baseline 2018/19. Based on national projections for agriculture emissions in ERP2, taking into account changes in Dunedin from FY19 to FY25.
Sequestration	22% increase in sequestration	50% increase in sequestration	50% increase in sequestration	59% increase in sequestration	68% increase in sequestration	All increases in comparison to sequestration in 2018/19. The total extent of forestry cover within Dunedin is forecast to increase, with the carbon sequestration per annum modelled based on trends between 2018/19-2024/25, and ERP2 modelling on the increase in forestry cover through to 2050 downscaled to Dunedin.

High Ambition Scenario – All other greenhouse gases target

Area	2030	2035	2040	2045	2050	Rationale for Scenario
Gross emissions	742,000 tCO2e	644,000 tCO2e	572,000 tCO2e	512,000 tCO2e	497,000tCO2e	30% Gross emissions reduction by 2030. 53% gross emissions reduction by 2050.
Net emissions	303,000 tCO2e	103,000 tCO2e	30,000 tCO2e	- 63,000 tCO2e	- 113,000 tCO2e	Net zero achieved approximately 2042
Light vehicle travel demand	Light vehicle travel demand reduces 14% per capita	Light vehicle travel demand reduces 17% per capita	Light vehicle travel demand reduces 20% per capita	Light vehicle travel demand reduces 24% per capita	Light vehicle travel demand reduces 25% per capita	Changes in comparison to 2018/19 baseline. Assumes increasing urban densification leads to moderate vehicle kilometres travelled reductions by 2050.
Cycling	8% of trips done by bike	9% of trips done by bike	11% of trips done by bike	15% of trips done by bike	18% of trips done by bike	Baseline 2018/19 trip share approx. 2%. Assumes significantly higher active transport share than 2024/25, with 2050 target aligning with 2030 Zero Carbon Plan target.
Walking	20% of trips done by walking	21% of trips done by walking	22% of trips done by walking	24% of trips done by walking	25% of trips done by walking	Baseline 2018/19 trip share approx. 10%. Assumes walking trip share increases significantly on 2024/25 levels.
Public Transport	8% of trips done by public transport	11% of trips done by public transport	13% of trips done by public transport	14% of trips done by public transport	18% of trips done by public transport	Baseline 2018/19 trip share approx. 3%. Assumes Public Transport patronage by 2050 gets to Zero Carbon plan target of 18% of all trips by PT.
Rail/Road Freight Share	Shifting 5% freight by rail rather than road	Shifting 6% freight by rail rather than road	Shifting 7% freight by rail rather than road	Shifting 9% freight by rail rather than road	Shifting 10% freight by rail rather than road	% change refers to proportion of existing road freight switching to rail. Baseline rail freight already built into model. Relies on moderate change to status quo road/rail share, which could be achieved via progression of inland port proposal/s.
Total Freight Demand	4% reduction in land freight task	5% reduction in land freight task	5% reduction in land freight task	5% reduction in land freight task	6% reduction in land freight task	No change in projections used in Zero Carbon Plan modelling.
Aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	All reductions in comparison to baseline 2018/19. Based on holding 2024/25 levels of flights.
Cruise ship emissions	Cruise emissions reduce by 20%	Cruise emissions reduce by 25%	Cruise emissions reduce by 30%	Cruise emissions reduce by 35%	Cruise emissions reduce by 40%	All reductions in comparison to baseline 2018/19. Target relies upon International Maritime Organisation meeting 20-30% gross reduction target by 2030, and 40% gross reduction by 2050.
Marine emissions	Marine emissions reduce by 20%	Marine emissions reduce by 25%	Marine emissions reduce by 30%	Marine emissions reduce by 35%	Marine emissions reduce by 40%	All reductions in comparison to baseline 2018/19. Target relies upon IMO meeting 20-30% gross reduction target by 2030, and 40% gross reduction by 2050.
Heavy vehicle EV share	Electrify 2% of heavy vehicle fleet	Electrify 6% of heavy vehicle fleet	Electrify 13% of heavy vehicle fleet	Electrify 18% of heavy vehicle fleet	Electrify 18% of heavy vehicle fleet	Based on being 5 years ahead of ERP2 targets (ie achieve 2035 EV % in ERP2 by 2030).
Light vehicle EV share	Electrify 21% of light vehicle fleet	Electrify 39% of light vehicle fleet	Electrify 58% of light vehicle fleet	Electrify 73% of light vehicle fleet	Electrify 73% of light vehicle fleet	Based on being 5 years ahead of ERP2 targets (ie achieve 2035 EV % in ERP2 by 2030).

Vehicle fuel efficiency	ICE vehicle fuel efficiency to improve by 5%	ICE vehicle fuel efficiency to improve by 6.3%	ICE vehicle fuel efficiency to improve by 7.5%	ICE vehicle fuel efficiency to improve by 8.8%	ICE vehicle fuel efficiency to improve by 10%	Changes in efficiency in comparison to baseline 2018/19. No change in projections.
Coal	Phase out coal use	Phase out coal use	Phase out coal use	Phase out coal use	Phase out coal use	Major institutions in Dunedin have committed to switching from coal use, with Dunedin Energy Centre, and all schools now using alternatives for space heating.
Stationary LPG	42% reduction in stationary LPG use	64% reduction in stationary LPG use	84% reduction in stationary LPG use	85% reduction in stationary LPG use	85% reduction in stationary LPG use	All reductions in comparison to baseline 2018/19. Projections refined from 2023, to reflect differing uses of stationary LPG across commercial/industry/and residential. Assumes almost all buildings and households switch from LPG to low emissions alternatives by 2050. LPG use for process heat is more challenging to displace.
Stationary diesel	23% reduction in stationary diesel use	29% reduction in stationary diesel use	40% reduction in stationary diesel use	41% reduction in stationary diesel use	42% reduction in stationary diesel use	All reductions in comparison to baseline 2018/19. Projections refined from 2023, to reflect differing uses of stationary diesel across commercial/industry/and residential. While there is reduced central government funding, there are still incentives for building/asset owners to decarbonise stationary energy. Stationary diesel use for process heat is more challenging to displace.
Energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	
Solar	Increased uptake of solar	Increased uptake of solar	Increased uptake of solar	Increased uptake of solar	25% of north facing household rooftops with solar PV. 50% of available commercial/industrial roof area with solar PV.	High ambition scenario based on widespread uptake of residential, commercial and industrial uptake of rooftop solar PV through to 2050.
National electricity grid	92% renewable grid	98% renewable grid	98% renewable grid	98% renewable grid	98% renewable grid	Based on MBIE projections for mix of electricity, along with anticipated additional electricity demand through more widespread electrification.
IPPU Emissions	38% reduction in IPPU	38% reduction in IPPU	38% reduction in IPPU	38% reduction in IPPU	38% reduction in IPPU	All reductions in comparison to baseline 2018/19. Amended to account for significant reduction in IPPU emissions up to FY25, with FY25 levels held through to 2050.
Agricultural emissions – nitrous oxide	21% reduction in agricultural nitrous oxide emissions	23% reduction in agricultural nitrous oxide emissions	25% reduction in agricultural nitrous oxide emissions	26% reduction in agricultural nitrous oxide emissions	27% reduction in agricultural nitrous oxide emissions	All reductions in comparison to baseline 2018/19. Based on national projections for agriculture emissions in ERP2, taking into account changes in Dunedin from FY19 to FY25.
Sequestration	22% increase in sequestration	50% increase in sequestration	50% increase in sequestration	59% increase in sequestration	68% increase in sequestration	All increases in comparison to sequestration in 2018/19. The total extent of forestry cover within Dunedin is forecast to increase, with the carbon sequestration per annum modelled based on trends between 2018/19-2024/25, and ERP2 modelling on the increase in forestry cover through to 2050 downscaled to Dunedin.

Biogenic Methane Emissions Modelling

Area	2030	2035	2040	2045	2050	Rationale for Scenario
Gross emissions	466,000 tCO2e	435,000 tCO2e	419,000 tCO2e	409,000 tCO2e	403,000 tCO2e	
% reduction compared with 2018/19	16%				27%	
Food, garden and timber waste	95% diversion of <i>divertable</i> food, garden and timber waste	95% diversion of <i>divertable</i> food, garden and timber waste	95% diversion of <i>divertable</i> food, garden and timber waste	95% diversion of <i>divertable</i> food, garden and timber waste	95% diversion of <i>divertable</i> food, garden and timber waste	Assume 2030 waste diversion rates held through to 2050.
Paper waste	80% diversion of <i>divertable</i> paper waste	80% diversion of <i>divertable</i> paper waste	80% diversion of <i>divertable</i> paper waste	80% diversion of <i>divertable</i> paper waste	80% diversion of <i>divertable</i> paper waste	Assume 2030 waste diversion rates held through to 2050.
Landfill management	Improved landfill gas capture	Improved landfill gas capture	Improved landfill gas capture	Improved landfill gas capture	Improved landfill gas capture	No change in projections
Total waste	10% reduction in per capita waste	10% reduction in per capita waste	10% reduction in per capita waste	10% reduction in per capita waste	10% reduction in per capita waste	Assume 2030 per capita waste rates held through to 2050.
Wastewater	At minimum, no increase in per capita emissions from wastewater	At minimum, no increase in per capita emissions from wastewater	At minimum, no increase in per capita emissions from wastewater	At minimum, no increase in per capita emissions from wastewater	At minimum, no increase in per capita emissions from wastewater	No change in projections.
Agriculture emissions - methane	9% reduction in agricultural methane emissions	13% reduction in agricultural methane emissions	17% reduction in agricultural methane emissions	20% reduction in agricultural methane emissions	23% reduction in agricultural methane emissions	Based on national projections for agriculture emissions in ERP2, taking into account changes in Dunedin from FY19 to FY25, and the share of sheep and beef farms vs dairy farms within Dunedin.

CARBON REMOVALS PARTNERSHIP PILOT

Department: Zero Carbon

EXECUTIVE SUMMARY

- 1 This report recommends proceeding with a pilot of native revegetation on Dunedin City Council (DCC) managed land, funded by partners from the Zero Carbon Alliance.
- 2 DCC manages land with intentions to restore with indigenous vegetation (such as native trees), however has constraints on the ability to directly fund planting and restoration projects at scale.
- 3 Partner organisations such as the University of Otago Ōtākou Whakaihu Waka have committed funding for high-quality local carbon removals, however often face constraints in securing land for projects.
- 4 Staff propose a pilot to allow partner organisations to fund and undertake restoration work on DCC land in line with reserve management plans where applicable, and share the associated carbon credits generated with DCC.
- 5 The proposed pilot involves restoration projects of approximately 10 hectares at each of Hikaroroa/Mt Watkin Reserve and Hereweka-Harbour Cone, to proceed by the winter of 2027. Following detailed planning, should either of these sites be unsuitable other sites will be selected.
- 6 If Council approve this proposed pilot, results of the pilot will inform options for future restoration of DCC land to support carbon removals, biodiversity, erosion control, recreation, and amenity values.

RECOMMENDATIONS

That the Council:

- a) **Approves** the establishment of a native revegetation partnership pilot on DCC-managed land and authorises staff to negotiate and enter into agreements with participating Zero Carbon Alliance partners.
- b) **Notes** that staff will provide an update to Council following the establishment phase of the pilot.

BACKGROUND

- 7 In September 2023, Council adopted the Zero Carbon Plan, which established a pathway for achieving the city's emissions targets, building on existing trends.
- 8 The Zero Carbon Plan includes an action area for the DCC to "support growth of sequestration that aligns with mana whenua and community values". This action is assessed as likely to have a high emissions reduction potential.

- 9 In June 2025, staff provided Council with a sequestration update, and advised staff would continue to explore or progress the following work:

- a) Planning and providing information
- b) Insetting on DCC land (planting/restoring habitat on DCC land rather than paying for carbon removals elsewhere)
- c) Supporting development of a Dunedin carbon removals platform (exploration underway as part of the Zero Carbon Alliance work programme).
- d) Advancing opportunities through DCHL (exploration underway under the DCHL Carbon Roadmap).

- 10 Council noted the sequestration update, including information on work to date, key considerations for Council, potential roles for the DCC, and next steps. The following resolution was passed by Council at its meeting held on 24 June 2025:

Moved (Mayor Jules Radich/Cr Kevin Gilbert):

That the Council:

- a) **Notes** the Carbon Removals (Sequestration) update, including information about:
 - i) work to date
 - ii) key considerations for Council with respect to carbon removals
 - iii) potential roles for the DCC to support growth in Dunedin's carbon removals
 - iv) next steps.

Division

The Council voted by division

For: Crs Bill Acklin, Sophie Barker, David Benson-Pope, Christine Garey, Kevin Gilbert, Carmen Houlahan, Marie Laufiso, Mandy Mayhem, Steve Walker, Brent Weatherall and Mayor Jules Radich (11).

Against: Crs Cherry Lucas, Lee Vandervis and Andrew Whiley (3).

Abstained: Nil

The division was declared CARRIED by 11 votes to 3

Motion carried (CNL/2025/001)

- 11 The pilot proposed in this report helps progress insetting on DCC land, and the results of the pilot can inform the development of a Dunedin carbon removals platform.
- 12 The DCC's Emissions Management and Reduction Plan 2025/26-2029/30 includes the following targets for DCC's organisational emissions:
 - a) a short-term target of 46.2% reduction from a 2018/19 baseline by 2029/30; and

- b) a commitment to achieving net zero DCC organisational emissions as quickly as practicable within agreed annual budgets, but no later than 2050.
- 13 DCC's Emissions Management and Reduction Plan 2025/26-2029/30 was noted by Council in September 2025. The following resolution was passed by Council at its meeting held on 23 September 2025:

Moved (Mayor Jules Radich/Cr Cherry Lucas):

That the Council:

- a) **Notes** the Zero Carbon implementation plan 2025/26
- b) **Notes** the DCC's Emissions Management and Reduction Plan 2025/26 – 2029/30

Motion carried (CNL/2025/002) with Cr Lee Vandervis recording his vote against

DISCUSSION

- 14 DCC has committed to reducing its organisational greenhouse gas footprint to net zero no later than 2050. Under best practice guidance for emissions management, reducing gross emissions should be prioritised, however there is likely to remain a portion of emissions which require offsetting as they are impossible or impractical to avoid. This paper proposes options for a long-term supply of carbon offsets from nature-based solutions in Ōtepoti Dunedin.
- 15 The Zero Carbon Policy directs staff to reduce greenhouse gas emissions both at a city-wide scale and for the organisation, with a priority for city-wide reduction wherever a conflict exists. For a reforestation project to deliver emissions removals at both of these scales: it needs to be the responsibility of Council (for the organisation to claim as a carbon credit); and must occur within the city boundaries of Dunedin (to fall within the city's emissions footprint).
- 16 To offset DCC organisational emissions, DCC requires a supply of robust carbon credits with a verified origin. These could be purchased on the international voluntary carbon market, however there are reputational and financial risks associated with purchasing offsets. Also, the co-benefits of carbon removal projects outside of Dunedin (such as enhanced recreation values) are unlikely to be felt by local Dunedin communities.
- 17 Market research has indicated there is limited supply of suitable carbon credits from New Zealand-based projects, especially from native forests that would meet community and mana whenua aspirations and align with Council's strategic framework.
- 18 Communities have expressed support for strengthening and expanding native habitat corridors in Ōtepoti Dunedin. While DCC owns land intended for native forest and ecosystem protection and restoration, funding constraints limit the implementation of these initiatives.
- 19 This report proposes to form an agreement with willing Zero Carbon Alliance partners to revegetate DCC land, maintain the project area, and share carbon credits generated with DCC by the project. A similar agreement exists between Wellington City Council and Victoria University of Wellington for restoration in the Wellington Outer Green Belt.
- 20 Taking a stake in the production of carbon credits for use in offsetting enables greater certainty for DCC and partner developers over long-term availability and cost of carbon credits required to meet emissions targets.

- 21 Carbon offsetting has a higher quality standard for the units surrendered than compliance-based schemes. Guidance from the Ministry for the Environment, Science Based Targets initiative, Greenhouse Gas Protocol for Cities, and Integrity Council for the Voluntary Carbon Market have been applied to the proposed pilot to ensure genuine carbon removals are occurring. Maintaining these standards is important to avoid the perception of greenwashing and ensure any future claims made by DCC about its net-zero organisation status are robust.
- 22 Transparency over progress toward emissions targets is a requirement of the Office of the Auditor General to ensure Councils are accurately presenting their position. As DCC continues to make progress toward its targets through gross emissions reduction, some offsetting will be required to balance the 'hard-to-abate' emissions from DCC activities.
- 23 The pilot projects will inform future projects that may support DCC and Zero Carbon Alliance partner organisations to source more high-quality, locally sourced carbon credits, supporting local employment and investment in the environment of Ōtepoti Dunedin.
- 24 Lessons from the pilot will inform approaches to further revegetation on DCC land. Opportunities for further revegetation funded by DCC or through partnership may be considered as an additional option for land management within the DCC land portfolio.
- 25 Should the recommended option be approved, Council will authorise staff to negotiate partnership agreements, allow restoration and planting works consistent with management plans for the pilot areas to commence, and report back on findings from the pilot.
- 26 DCC owned land has been assessed for suitability for restoration to native forest, as well as community and mana whenua interest in native revegetation. Based on this assessment, two sites are proposed for this pilot. Priority sites are within Hikaroroa/Mt Watkin Reserve and Hereweka-Harbour Cone. If these sites are unsuitable for the pilot following detailed site planning, alternative sites will be chosen.

Proposed Pilot Sites

- 27 The proposed pilot sites at Hikaroroa/Mt Watkin Reserve and Hereweka-Harbour Cone are approximately 10 hectares each. The final project area will be determined by the detailed restoration plan in consultation with mana whenua, local conservation groups and funding partners. Precise boundaries may be dictated by logical geographic features, existing and potential fence lines, and budget availability.
- 28 The Hereweka-Harbour Cone site is proposed to follow a standard planting revegetation process to support erosion control and expand the existing volunteer-planted areas.
- 29 The Hikaroroa/Mt Watkin Reserve site is proposed to use Assisted Natural Revegetation to enhance an area of existing revegetation through pest control, fencing, and planting larger species among gorse and kānuka where appropriate.
- 30 The proposed project and potential involvement of the University of Otago as a partner could support research such as how carbon removal is best accounted for in diverse regenerating native forests. A backstop accounting method is to use the default values of the Emissions Trading Scheme, should a superior accounting method not be available when carbon credits are ready to be claimed from the project.

Engagement with mana whenua

- 31 Staff have met separately with the Ōtākou External Issues Komiti and representatives from Kāti Huirapa Komiti Kaupapa Taiao in April 2026. As the proposal has developed further both groups have been kept updated. Both groups have been supportive in principle of environmental restoration and carbon removals to support reaching net-zero locally.
- 32 Both proposed pilot sites are significant to mana whenua and are acknowledged as Wāhi Tūpuna sites in the DCC Second Generation District Plan.
- 33 If Council approve the pilot, further engagement together with Zero Carbon Alliance partner/s will enable mana whenua representatives to contribute to a more complete proposal and plan with the resourcing of DCC and partners to proceed.

Engagement with Hereweka Harbour Cone Trust and Hikaroroa/Mt Watkin Conservation Group

- 34 Staff met with representatives of Hereweka Harbour Cone Trust and visited Hikaroroa/Mt Watkin Reserve with representatives of the conservation group in July 2026. Both groups were supportive of initiatives to increase the resources for environmental restoration and may be able to offer contracted services to support the project if approved.

KEY CONSIDERATIONS**Fit with strategic framework**

- 35 The recommended option contributes to Council's strategic objectives, in particular the Environment strategy, Parks and Recreation, Economic Development, and upholding the pillars of sustainability and Treaty of Waitangi. The proposed pilot contributes to ecological restoration objectives within the Management Plans of Hereweka-Harbour Cone and Hikaroroa/Mt Watkin Reserve.

Māori Impact Statement

- 36 Mana whenua have been briefed on the proposal and staff will continue to work constructively to support mana whenua aspirations for environmental restoration.

Legislative reforms

- 37 The recommended option supports Council to deliver on the purposes of Local Government currently and under proposed changes, through promoting the social, environmental, and cultural well-being of communities. The pilot and any further sites provide local employment and nature-based solutions to protect communities from natural hazards such as landslides in addition to the primary objective of climate change mitigation.
- 38 The recommended option provides additional community and recreation facilities in the form of restored forest on public land without additional funding requirements.

Sustainability, climate mitigation (Zero Carbon), adaptation and resilience

- 39 The proposal contributes to the long-term community aims for environmental restoration of sites for recreation and biodiversity. It also supports local businesses to supply the labour and plants required.

- 40 The proposal reduces both city-wide and DCC emissions in a small, but sustained way at the proposed pilot scale. If the pilot is successful and the approach used more broadly, there is potential for a significant impact on DCC and city-wide emissions.
- 41 The proposal contributes to greater resilience to existing and climate exacerbated natural hazards and environmental pressures. Restored forest landscapes will be more resilient to landslips and prevent sediment erosion in catchments. Increasing forest cover and habitat connectivity will protect native flora and fauna from loss.

OPTIONS

- 42 This report includes three options for Council to consider:
- a) **Option One - Recommended option - Partnership pilot:** progress with two pilot sites to allow partners to fund and undertake planting and restoration work on DCC managed land for a future shared carbon credit return. Proposed pilot sites Hikaroroa/Mt Watkin Reserve and Hereweka-Harbour Cone.
 - b) **Option Two – DCC pilot:** Progress with two pilot sites, but DCC fully fund the project.
 - c) **Option Three – Status Quo –** do not proceed with either option one or two.

Assumptions

- 43 The pilot is being proposed on the assumption that revegetation and replanted species will successfully grow and be eligible for carbon credits through the New Zealand Emissions Trading Scheme or an alternative scheme by agreement of both parties.

Financial Comparison

- 44 The recommended option can be delivered within the existing operational budget for the Zero Carbon team for FY 26/27. The Capex and majority of Opex required would be provided by the delivery partners for the duration of the project. Specific cost contributions and allocation of carbon credits will be negotiated as part of the detailed planning process.
- 45 The Alternative option two would require an indicative capex of approximately \$300,000 per site and opex up to \$12,000 per year in addition to budgeted staffing levels. There is potential to scale the area restored if more or less budget were allocated.
- 46 If option two is preferred, budgets will be prepared as part of detailed site planning, and presented back to Council for endorsement.

Other Decision Criteria

In addition to financial considerations above, the table below compares options against additional decision criteria:

	Long-term value for money	Service Level Impact	Statutory Compliance Drivers	Capacity and readiness	Timebound? (e.g. by reform) Y/N
Option One - Partnership					Y
Option Two – DCC funded					Y
Option Three – Status Quo					

Key

 Favourable  Neutral / mixed  Unfavourable  Not applicable

Option One – Recommended Option – Partnership Revegetation Pilot

- 47 This option is to progress with two pilot sites to allow partners to fund and undertake planting and restoration work on DCC managed land for a future shared carbon credit return.

Option Assessment

- 48 At present DCC has not secured a supply of carbon credits for use in meeting long-term organisational net zero emissions targets. This option trials an opportunity to allow third party investment in revegetation on council land for both parties to receive a share of the carbon credits generated.
- 49 Zero Carbon Alliance partners, such as the University of Otago are seeking opportunities to fund revegetation locally. By working in partnership, local resources can be directed to high quality carbon removals which support Dunedin's environment, employment in Dunedin, and wellbeing of residents and tourists who enjoy Dunedin's natural environment.

Advantages

- More progress occurs with revegetation on Council land to support mana whenua and community aims without increasing the need for DCC resources.
- Delivers real carbon removal benefits while trialling an option for broader use in achieving Council's goals.
- Taking a stake in the production of carbon credits for use in offsetting enables greater certainty for DCC and partner developers over long-term availability and cost of carbon credits.
- Takes an opportunity for further collaboration with the University of Otago.

Disadvantages

- DCC shares the carbon credits generated from the project

Risks

- Any revegetation project involves risks including but not limited to those associated with natural hazards, such as landslides, or pest flora and fauna damaging planted species. Such risks will be mitigated as much as practicable through appropriate project planning, and ongoing maintenance. The pilots seek to reduce risks associated with erosion and landslides at the proposed sites, and reduce existing predator issues over the pilot area at Hikaroroa/Mt Watkin Reserve.

Opportunities

- Supports major Dunedin organisations to meet their emissions targets in line with the purpose of the Zero Carbon Alliance.
- Trials a novel approach to partnership for native forest restoration and carbon removals for further use in supporting Ōtepoti Dunedin's carbon reduction goals and national emissions targets.
- Pilot sites seek to help mitigate existing risks such as erosion at Hikaroroa/Mt Watkin Reserve and Hereweka-Harbour Cone.

Option Two – Alternative Option - Council Only Revegetation Pilot

- 50 Council allocates capital and operational resources to revegetate the pilot sites and claim carbon credits from these sites when appropriate.

Option Assessment

- 51 Council gains a supply of carbon credits and trials delivering an in-house revegetation programme, but the mutual support providing land and funding is not delivered and all costs of the pilot are borne by council.

Advantages

- Environmental restoration still occurs, delivering on community and mana whenua aspirations

Disadvantages

- Does not support collaboration between Zero Carbon Alliance Members.
- Requires direct ratepayer funding

Risks

- Potentially lower overall environmental restoration due to constrained budgets.
- Any revegetation project involves risks including but not limited to those associated with natural hazards, such as landslides, or pest flora and fauna damaging planted species. Such risks will be mitigated as much as practicable through appropriate project planning, and ongoing maintenance. The pilots seek to reduce risks associated with erosion and landslides at the proposed sites.

Opportunities

- Pilot sites seek to help mitigate existing risks such as erosion at Hikaroroa/Mt Watkin Reserve and Hereweka-Harbour Cone, and support aspirations of mana whenua to restore these important maunga.

Option Three – Status Quo

- 52 Staff continue to investigate options for Council to meet its organisational and city-wide emissions reduction and offsetting requirements, without committing to action on the pilot sites.

Option Assessment

Advantages

- None identified

Disadvantages

- Misses an opportunity to restore areas of native forest.
- Does not support collaboration between Zero Carbon Alliance Members

Risks

- Does not make progress toward solutions for ‘hard-to-abate’ emissions in DCC’s organisational emissions footprint.

Opportunities

- None identified

NEXT STEPS

- 53 If Council approve the recommended option in this report, staff will develop a planting plan in partnership with Zero Carbon Alliance partner/s, mana whenua, and relevant interested parties at each of the proposed sites (primarily the Hikaroroa/Mt Watkin Conservation Group, and the Hereweka Harbour Cone Trust), with the intention to proceed with the pilot by the winter of 2027.
- 54 Implementation of the project is subject to Zero Carbon Alliance partner/s securing internal approvals to fund restoration of the pilot sites.

- 55 Staff will then provide an update to Council following the establishment phase of the pilot (i.e., once predator control such as fencing, and native planting has been completed).

Signatories

Author:	Rory McLean - Senior Policy Analyst - Zero Carbon
Authoriser:	Scott MacLean - General Manager, City Services

Attachments

There are no attachments for this report.

OTHER CONSIDERATIONS

Fit with purpose of Local Government

This decision promotes the social well-being of communities in the present and for the future.
This decision promotes the environmental well-being of communities in the present and for the future.
This decision promotes the cultural well-being of communities in the present and for the future.

LTP / Financial Strategy /Infrastructure Strategy/ Water Services Strategy

The recommended option improves the levels of service related to the proposed sites. Proceeding with the recommended option to use investment from partner organisations also means the work can proceed within existing Zero Carbon operational budgets.

Financial considerations

The recommended option can be delivered within current budget, providing operational oversight to partner-delivered works.

The alternative option requires currently unbudgeted capex and opex.

Both options reduce future liability for emissions costs by generating carbon credits.

The status quo maintains current exposure to volatile emissions pricing.

Significance

The decision is considered as low in terms of the Council's Significance and Engagement Policy. The proposed pilot areas influence management of a small area of public land, however the outcomes sought are consistent with those in the management plans for both areas. Relevant stakeholder engagement will continue to ensure the project delivers on its purpose of delivering mana whenua and community aspirations.

Engagement – external

External engagement has been undertaken with:

- Mana whenua from kā rūnaka: Ōtākou and Puketeraki
- Zero Carbon Alliance Partners
- Conservation groups: Hereweka Harbour Cone Trust, Hikaroroa Mt Watkin Conservation Group
- Te Uru Rākau- NZ Forest Service, Ministry of Primary Industries

Engagement - internal

Zero Carbon staff have engaged with Parks and Recreation Services, Property, 3 Waters, and Advisory Services.

Risks: Legal / Health and Safety etc.

The proposal primarily mitigates risks of erosion, and reduces council's exposure to reputational risk by providing an option to meet emissions targets.

Conflict of Interest

None identified.

OTHER CONSIDERATIONS

Community Boards

The pilot is proposed to take place within the community board areas of the Otago Peninsula and the Waikouaiti Coast. Should there be interest, results will be shared with the Community Boards. If the pilots are successful, community boards and other stakeholders may present further land parcels in their areas for revegetation through the programme.

REVIEW OF ALCOHOL (CONTROL OF ALCOHOL IN PUBLIC PLACES) BYLAW

Department: Civic

EXECUTIVE SUMMARY

- 1 In March 2026, the Council resolved to review the Alcohol (Control of Alcohol in Public Places) Bylaw 2004 (the Bylaw). The review must be carried out under requirements of the Local Government Act 2002 (the Act). The Bylaw prohibits people from bringing alcohol into, possessing alcohol in, or consuming alcohol in a specified place within Dunedin's central city area (with some exemptions). The Bylaw also provides the Council with the power to make temporary restrictions, for example a planned public event. The Bylaw is enforced by the Police.
- 2 The Bylaw has a different scope to the Dunedin Local Alcohol Policy which is limited to alcohol licensing matters.
- 3 Before making or continuing an alcohol bylaw, the Council must be satisfied that a bylaw meets requirements of the Act, for example, that a high level of crime or disorder is likely to arise in the area to which the bylaw is intended to apply if the bylaw is not made.
- 4 This report presents results of initial engagement on the Bylaw review. This engagement has informed a draft revised Bylaw.
- 5 The report seeks approval of a draft proposed Bylaw and draft Statement of Proposal for formal consultation using the special consultative procedure. It asks the Council to make determinations required by the Act. The Chair of the Hearings Committee, Councillor Lucas, will appoint members of a Hearings Committee to hear and consider submissions on this review.
- 6 Following initial engagement, it is proposed to retain the central city alcohol ban and to introduce a permanent alcohol ban in the Logan Park sports hub area. Other minor changes are proposed to make the Bylaw easier to understand.

RECOMMENDATIONS

That the Council:

- a) **Notes** the results of early engagement.
- b) **Approves** the draft proposed Alcohol Control Bylaw (Attachment A), for consultation purposes, subject to any amendment.
- c) **Adopts** the Statement of Proposal (Attachment B), for consultation purposes, subject to any amendment.
- d) **Resolves** that the Council is satisfied that the proposed draft Alcohol Control Bylaw meets requirements of sections 147A and 147B of the Local Government Act 2002 in that:
 - i) In the **current central city alcohol ban area**, a high level of alcohol-related crime or disorder is likely to return if the bylaw does not continue.

- ii) In the **current central city alcohol ban area**, the proposed Bylaw is appropriate and proportionate in the light of the alcohol-related crime and disorder.
- iii) In the **Logan Park sports hub area**, a high level of alcohol-related crime or disorder is likely to arise if the bylaw is not made.
- iv) In the **Logan Park sports hub area**, the proposed Bylaw is appropriate and proportionate in the light of the alcohol-related crime and disorder.
- v) The proposed Bylaw can be justified as a reasonable limitation on people's rights and freedoms.
- e) **Determines** that the proposed draft Alcohol Control Bylaw meets requirements of section 155 of the Local Government Act 2002 in that:
 - i) The proposed Bylaw is the most appropriate form of bylaw.
 - ii) The proposed Bylaw does not give rise to implications under the New Zealand Bill of Rights Act 1990.
- f) **Notes** that Councillor Lucas will appoint members of a Hearings Committee to hear submitters, consider submissions and make recommendations to the Council.

BACKGROUND

Local Government Act 2002

- 7 The Local Government Act (the Act) provides the power for councils to make bylaws for specific alcohol control purposes (section 147). A bylaw may prohibit people from bringing alcohol into, possessing alcohol in, or consuming alcohol in a specified place for a specified period. A bylaw may also prohibit or control the presence or consumption of alcohol in vehicles in public places.
- 8 Exemptions to any prohibition are set out in the Act and include, for example, transporting unopened alcohol through a prohibited area from a licensed premises, and delivering unopened alcohol to a licensed premises.
- 9 The Act also provides the power to make bylaws for the following general purposes (section 145):
 - protecting the public from nuisance
 - protecting, promoting and maintaining public health and safety, and
 - minimising the potential for offensive behaviour in public places.
- 10 Before continuing an alcohol control bylaw, the relevant council must be satisfied that:
 - a bylaw is the most appropriate way to address the perceived problem
 - a high level of crime or disorder (being crime or disorder caused or made worse by alcohol consumption in the area concerned) is likely to return to an area if the bylaw does not continue, and/or is likely to arise in an area to which the bylaw is intended to apply if the bylaw is not made

- the bylaw is appropriate and proportionate in the light of that likely crime or disorder
- the bylaw can be justified as a reasonable limitation on people's rights and freedoms.

- 11 The Act requires bylaws to be reviewed within five years of being made, and thereafter within ten years of the previous review.

Dunedin's Bylaw

- 12 Dunedin's Bylaw was made in 2004 after the Act took effect and following a request from the Police. At that time the Bylaw prohibited people from bringing alcohol into, possessing alcohol in, or consuming alcohol in an area of the central city at any time, along with exemptions as set out in the Act. The Bylaw also allowed the Council to make temporary restrictions such as for planned events.
- 13 In 2008, the community was consulted on a proposal to extend the restriction area into North Dunedin permanently. The extension was not adopted at that time because there were other initiatives, such as campus patrols, being undertaken to address the alcohol matters in the area. The Bylaw was still found to be appropriate for the control of alcohol related issues in the central city.
- 14 In 2016, the Bylaw was reviewed in response to a request from the Police. At that time, it was amended to include the main carparks and streets immediately adjacent to the controlled area. The Police provided evidence of reported incidents in these areas. See Attachment C for the current Alcohol (Control of Alcohol in Public Places) Bylaw.

Other councils

- 15 Most other larger New Zealand cities have alcohol control bylaws that prohibit the possession or consumption of alcohol in specified public places to reduce alcohol related harm.

March 2026 Council resolution

- 16 At its meeting on 25 March 2026, the Council resolved the following:

Moved (Mayor Sophie Barker/Cr Christine Garey):

That the Council:

- Approves** commencement of the Alcohol (Control of Alcohol in Public Places) Bylaw 2004 review
- Determines** that a bylaw is the most appropriate way to address some alcohol related issues in Dunedin.

Motion carried (CNL/2026/084) with Crs Benedict Ong and Brent Weatherall voting against.

DISCUSSION

Engagement with the Police

- 17 In order to retain or introduce an alcohol ban, the Council must be satisfied that there is evidence that a high level of alcohol-related crime or disorder is likely to return to an area if the

bylaw does not continue, or is likely to arise in an area if the bylaw is not made. Staff have engaged with Dunedin Police throughout this review.

- 18 Dunedin Police have provided evidence of alcohol-related harm for the central city ban area, as well as the proposed Logan Park sports hub area – see Attachment D. They have also provided a statement for both areas to the effect that a high level of crime or disorder is likely to return to or arise in these areas if a bylaw is not made – see Attachment E.

Community engagement

- 19 The DCC ran an online survey ran from 22 June until 10 July 2026 to identify issues and options for this review. The survey was promoted through the ODT Noticeboard, DCC social media channels and was also emailed directly to key stakeholders.

Results of engagement

- 20 There were 60 responses to the web survey, with seven of these from organisations. The organisations that responded were Dunedin Venues Management Ltd, National Public Health Service, Safe and Well Ōtepoti, Dunedin Police, Southern Football, Alcohol Healthwatch and Grant Braes Amateur Football Club. Feedback on the level of alcohol-related crime and disorder was also received from Dunedin's Chief Licensing Inspector – see Attachment F.

Current central city alcohol ban

- 21 The survey asked:

Generally, do you think the current alcohol prohibition in the central city works well to help minimise alcohol-related harm in the current bylaw area?

Answer	Number	%
Yes	33	55%
No	19	32%
Unsure	6	10%
Did not answer	2	3%
TOTAL	60	100%

The majority of respondents (55%) agree that the current alcohol prohibition in the central city works well to help minimise alcohol-related harm in the current bylaw area. 32% do not agree, 10% were unsure and 3% did not answer. Dunedin Police and the Chief Licensing Inspector support continuation of this ban.

Please explain why or why not:

38 respondents commented with some commenting on more than one topic.

Topic	Number
Public safety - ban helps reduce disorder, violence and unsafe behaviour	23
Police enforcement – provides proactive tool for de-escalation	8
Does not change drinking behaviour	8
Encourages drinking in supervised environments	5
Poor enforcement/insufficient monitoring	5
Restricts responsible drinkers/events	5
Reduces litter, glass and damage	4
Penalties and fairness concerns	3

The majority of comments were that the current ban helps to reduce disorder, violence and unsafe behaviour, that it provides a proactive tool for de-escalation, and encourages drinking in supervised environments. Some commented that it does not change drinking behaviour and that there is poor enforcement and monitoring of the ban.

Logan Park/Forsyth Barr Stadium area

- 22 The survey provided a map of the area around Logan Park and the Forsyth Barr Stadium which is regularly covered by temporary bans. It asked:

Do you think this area should have a permanent alcohol ban in place (the same as in the central city)?

Answer	Number	%
No	34	57%
Yes	20	33%
Unsure	4	7%
Did not answer	2	3%
TOTAL	60	100%

The majority of respondents (57%) did not think this area should have a permanent alcohol ban in place while 33% did think a permanent ban was warranted. Dunedin Police and the Chief Licensing Inspector support a permanent ban in this area.

Please explain why or why not:

42 respondents commented with some commenting on more than one topic.

Topic	Number of comments
Permanent ban restrictive and excessive/restrict responsible consumption	18
Ban would improve public safety and reduce harm	18
Temporary bans are sufficient	9
Protection of children and schools	6
Family friendly and alcohol-free	5
Impact on events – restrictions could reduce attendance	5
Retain responsible drinking	5
Enforcement clarity and effectiveness	3

Responses were mixed with some saying a permanent alcohol ban is not justified outside major events and the current temporary bans being sufficient. Others commented that a permanent ban would improve public safety and reduce alcohol-related harm.

Other areas

23 The survey asked:

Are there any other areas in Dunedin where you think there should be alcohol bans in place because there are high levels of alcohol-related crime and disorder?

Answer	Number	%
No	27	45%
Yes	25	42%
Unsure	4	7%
Did not answer	4	7%
TOTAL	60	100%

If yes, please specify the area and explain the issue:

25 respondents said there are other areas in Dunedin where there should be alcohol bans in place because of high levels of alcohol-related crime and disorder.

Location	Number
North Dunedin, student area - rubbish/disorder	9
South Dunedin shopping area – rubbish/disorder	4
All sportsgrounds – verbal abuse	4
Beaches	2
Oval – safety, children	2
Other – St Pauls Cathedral grounds; Brackens View; Botanic Gardens; all public areas; bus hub; schools, rest homes & hospitals; St Clair; cemeteries (1 each)	7

Several respondents suggested areas of North Dunedin should have an alcohol ban, and some suggested the shopping area of South Dunedin. Four suggested sportsgrounds and other areas suggested were beaches, and the Oval.

24 The survey asked:

Do you have any other comments about alcohol bylaw restrictions in Dunedin?

Topic	Number of comments
Support for alcohol bans/stronger restrictions	8
Opposition to further bans	7
Concern for impact of bans on hospitality businesses	6
Need stronger enforcement	5
Current bylaw is adequate	3
Alternative approaches e.g. education, responsible drinking, off licence sales, drinking age, exemptions.	14

30 respondents made other comments, some on more than one topic. Comments were mixed with some supportive of alcohol bans and restrictions, some neutral, and some opposed to additional restrictions. Some commented on enforcement and other issues.

Organisation comments

25 Most organisations support retaining the central city alcohol ban as well as introducing an alcohol ban to the Logan Park/Forsyth Barr Stadium area. Some organisations also supported alcohol bans for other areas such as all sportsgrounds, South Dunedin and North Dunedin areas.

Social media comments

- 26 The online survey for the Bylaw review was promoted through two posts on the DCC's Facebook page. Comments showed a mix of views and topics relating to alcohol in Dunedin, including enforcement, off-licence issues, rules being hard for on-licence businesses, glass bottles, responsible drinking, and unrelated matters.

Proposal

Central city

- 27 Following initial community engagement, it is proposed to retain the central city alcohol ban. This is in response to requests from the Police, evidence provided by the Police on the high level of crime and disorder in this area, and community feedback. The majority of respondents to the survey support retaining the alcohol ban in this area with many commenting that the ban helps reduce violence, disorder and unsafe behaviour.

Logan Park sports hub

- 28 It is also proposed to introduce a permanent alcohol ban in the Logan Park sports hub area. This area regularly has temporary alcohol bans in place for planned events. The proposal to introduce a permanent ban is in response to requests from the Police, and evidence provided by the Police about the level of crime and disorder in these areas.
- 29 While the majority of survey respondents do not support a permanent ban in this area, the Police, Chief Licensing Inspector, Dunedin Venues Management Limited and organisations such as Health NZ/Te Whatu Ora and Safe and Well Ōtepoti did support it.

Other changes

- 30 No other alcohol ban areas are proposed. Although some survey respondents suggested bans in areas such as North Dunedin, South Dunedin and sportsgrounds, there is insufficient evidence of high levels of crime and disorder in these areas.
- 31 Other wording amendments throughout the Bylaw are proposed to clarify and simplify the information, and to better reflect requirements of the Act. These include adding a purpose statement, providing explanatory notes, rewording information, and removing a section on *Warning by the Police*.
- 32 Proposed changes are set out in Table 1.

Table 1: Proposed changes to the Bylaw

Section	Proposed change	Reason
Title	Amend to <i>Alcohol Control Bylaw</i>	To be clearer and simpler.
Purpose	Add a <i>Purpose</i>	To be clear about the purpose of the Bylaw.
Explanatory notes	Add explanatory notes e.g. about the Regulatory Standards Act 2025 requirements	Required by section 14 of the Regulatory Standards Act 2025.

	about special licences, Council resolutions, temporary alcohol bans, powers of the Police, and offences.	For extra clarification
Public notice of resolution	Amend that Council must notify any resolution for a temporary alcohol ban by signage <i>where it is practicable and reasonable to do so</i> .	To better reflect requirements of the Act.
Powers of the Police	Remove some detail that duplicates the Act whilst referring to it, and providing an explanatory note.	To simplify this section.
Warning by the Police	Remove this section that duplicates the Act and provide an explanatory note.	To simplify this information.
Offences	Add more detail about infringement offences including an explanatory note.	To provide more information and explanation, and to better reflect the Act.
Schedule B – Specified Restricted Places	Add Logan Park sports hub area to Schedule B.	To reduce alcohol related harm in this area. In response to requests from the Police and community feedback.
Throughout bylaw	Wording amendments	To modernise, clarify and simplify the language.

New Zealand Bill of Rights Act 1990 (NZBoRA) implications

- 33 Before making the Bylaw, the Council must be satisfied that the proposed amended bylaw can be justified as a reasonable limitation on people's rights and freedoms.
- 34 The intent of the Bylaw is to regulate the consumption of alcohol in public places, the bringing of alcohol into public places, and the possession of alcohol in public places to protect public health and safety and protect the public from nuisance. In this sense, limiting the right of people to consume, bring, and possess alcohol in certain areas are proportionate responses and are considered justifiable limitations to protect public health and safety.

Regulatory Standards Act 2025

- 35 To meet new requirements under the Regulatory Standards Act 2025 (RSA 2025), secondary legislation (such as bylaws) that is adopted by the Dunedin City Council after 1 July 2026 must be assessed against principles of responsible regulation set out in the RSA 2025. An explanatory note has also been added to the draft bylaw, as required by the RSA 2025.

OPTIONS

- 36 Given the statutory requirement for this review, the two options are to approve the draft Bylaw and Statement of Proposal for consultation, either with or without any amendments.

- 37 While it is also an option not to consult on the Bylaw review, and let the current Bylaw lapse, this is not considered to be appropriate in light of the purposes the proposed Bylaw seeks to address; namely the protection of the public from nuisance, and promoting and maintaining public health and safety.

Option One – Approve the draft Bylaw and Statement of Proposal for consultation (Recommended)

- 38 This recommended option is to approve the draft Bylaw and Statement of Proposal, as is, for consultation.

Advantages

- The proposed Bylaw, Statement of Proposal and review process comply with the Act's statutory requirements, including use of the special consultative procedure.
- Feedback will inform Dunedin's alcohol control matters and decision-making.

Disadvantages

- There are no known disadvantages.

Option Two – Approve the draft Bylaw and Statement of Proposal for consultation, with amendments.

- 39 Option Two is the same as Option One but with any amendments specifically recorded in the Council's resolutions.

NEXT STEPS

- 40 When the Council approves the draft Bylaw and Statement of Proposal for consultation, next steps are to consult on the draft Bylaw, using the special consultative procedure, as required by the Act. A Hearings Committee will then consider submissions before making recommendations to the Council on any proposed changes.

- 41 Here is an indicative timeframe:

What	Indicative timeframe
Consultation on proposed changes	October 2026
Hearings	November 2026
Hearings Committee recommendation report to the Council	Early 2027
Council adopts revised Bylaw	Early 2027

Signatories

Author:	Kevin Mechen - Alcohol, Psychoactive Substances and Gambling Advisor
Authoriser:	Bonnie Wright - Manager Compliance Solutions Paul Henderson - General Manager Corporate and Regulatory Services

Attachments

	Title	Page
↓A	Draft Proposed Alcohol Control Bylaw	122
↓B	Draft Statement of Proposal for Alcohol Control Bylaw consultation	129
↓C	Current Alcohol (Control of Alcohol in Public Places) Bylaw 2016	136
↓D	Dunedin Police evidence of alcohol-related harm	141
↓E	Police statement on alcohol-related harm	170
↓F	Chief Licensing Inspector statement on alcohol-related harm	177

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the social and 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	☐	☐	✓

This review contributes to the safe and healthy people priority of the Social Wellbeing Strategy, and the compelling destination theme of the Economic Development Strategy.

Māori Impact Statement

No specific impacts for mana whenua have been identified. However, in recognition of the Autūroa and Autakata pou in Te Taki Haruru, our mana whenua partners have been advised of the review and invited to provide feedback. They will be invited to comment again during the formal consultation. This Bylaw is in line with the cultural key direction of Autikaka in Te Taki Haruru.

Sustainability

There are no implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications for these documents.

Financial considerations

There are no financial considerations. The review is being carried out within existing budgets.

Significance

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

Engagement – external

The NZ Police have been advised of the review and asked to provide information that is required by the Act for this review. There has been initial community engagement with our partners and stakeholders to inform draft document. Partners and stakeholders include mana whenua, the NZ Police, Ministry of Health, Health NZ/Te Whatu Ora, tertiary organisations, community groups, and the public. The Act requires use of the special consultative procedure and there will be thorough engagement with interested and affected parties during the review.

SUMMARY OF CONSIDERATIONS

Engagement - internal

There has been internal engagement with In-House Legal Counsel, Parks and Recreation Services, Mana Ruruku, Governance and Council Communications and Marketing.

Risks: Legal / Health and Safety etc.

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

Conflict of Interest

There are no identified conflicts of interest.

Community Boards

There are no specific implications for Community Boards.

DRAFT ALCOHOL CONTROL BYLAW 2026					DUNEDIN kaunihera CITY COUNCIL a-rohe o ōtepoti
Alcohol Control Bylaw 2026					
Approved by:	The Council				
Date approved:	TBC				
Date of effect:	TBC	Reviewed:	December 2016, Month 2026		
Next review date:	Month 2036	DOC ID:			

This bylaw is made by the Dunedin City Council under the Local Government Act 2002.

Explanatory note: This bylaw has been assessed for consistency with the principles of responsible regulation in section 9 of the Regulatory Standards Act 2025. See the Dunedin City Council's Consistency Accountability Statement and Summary of Underpinning Analysis at www.dunedin.govt.nz/regulatory-analysis-documents

1 SHORT TITLE

- 1.1 This bylaw is the Dunedin City Council Alcohol Control Bylaw 2026.

2 PURPOSE

- 2.1 The purpose of this bylaw is to reduce or prevent alcohol-related crime or disorder in public places by prohibiting, regulating and controlling: the consumption of alcohol in public places; the bringing of alcohol into public places; and the possession of alcohol in public places.

3 DEFINITIONS

- 3.1 In this bylaw, unless the context otherwise requires:

Act	Means the Local Government Act 2002.
Alcohol	Has the same meaning as in s 5(1) of the Sale and Supply of Alcohol Act 2012.
Council	Means the Dunedin City Council, or any person delegated or authorised to act on its behalf.
Offence	Means an infringement offence under section 239A of the Act that is a breach of this Bylaw.
Public place	Has the same meaning as in section 147 of the Act.
Specified period	Means a period described in Schedule A.
Specified restricted place	Means a public place described in Schedule B.

4 EXPLANATORY NOTES

- 4.1 Explanatory notes are not part of this bylaw, and the Council may add, amend or delete explanatory notes at any time without amending the bylaw.

Explanatory note: Explanatory notes are used for a number of reasons, including to explain the intent of a clause in less formal language, to include additional helpful information, or because the information may be subject to a change and need to be updated before the bylaw itself has to be updated.

5 ALCOHOL PROHIBITION

- 5.1 A person must not:

- bring alcohol into; or
- possess alcohol in; or
- consume alcohol in

any specified restricted place during a specified period.

- 5.2 A person must not possess or consume alcohol in a vehicle in any specified restricted place during a specified period.

6 EXEMPTIONS

6.1 Taking alcohol to or from licensed premises

This bylaw does not prohibit, regulate or control the transport of alcohol in an unopened bottle or other unopened container:

- a) From licensed premises next to a specified restricted place where the alcohol was lawfully purchased from the licensed premises for off-site consumption, provided the alcohol is promptly removed from the specified restricted place.
- b) For delivery into licensed premises that are next to a specified restricted place.

6.2 Taking alcohol to or from other premises

This bylaw does not prohibit, regulate, or control the transport of alcohol in an unopened bottle or other unopened container:

- a) From outside a specified restricted place to premises next to the specified restricted place, or for delivery to, a resident of those premises or their bona fide visitors.
- b) from premises next to a specified restricted place to a location outside the specified restricted place, if undertaken by a resident of those premises and the alcohol is promptly removed.

6.3 Licensed premises

This bylaw does not prohibit the possession or consumption of alcohol in a permitted outdoor dining or pavement area that forms part of licensed premises.

6.4 Special licences

Nothing in this bylaw prevents a person or organisation from obtaining a special licence under section 64 of the Sale and Supply of Alcohol Act 2012 for any event held in a specified restricted place.

Explanatory note: The prohibitions applying to specified restricted places in this bylaw do not apply to any premises which hold a current alcohol licence issued under the Sale and Supply of Alcohol Act 2012, including special licences issued under that Act.

7 COUNCIL RESOLUTIONS FOR RESTRICTED PLACES AND PERIODS

7.1 Amendment of specified restricted places and specified periods

The Council may amend this bylaw in accordance with s 156 of the Act, to:

- a) Amend or remove the specified period in Schedule A during which restrictions apply to a specified restricted place
- b) Add, amend or remove public places to Schedule B.

Explanatory note: The Council must follow the process in section 147A of the Act in relation to any new places or periods to be added to the Schedules.

7.2 Temporary alcohol bans for planned events

The Council may, by resolution, make a temporary alcohol ban specifying the periods and public places during which the bringing, possession or consumption of alcohol is prohibited in connection with a planned public event, function or social gathering.

The Council may also prohibit the presence or use of alcohol in any vehicle in the affected public place for the duration of the event.

Explanatory note: A resolution under clause 7.2 is subject to the requirements of section 147B of the Local Government Act 2002. This requires that before a resolution is made under this bylaw, Council must be satisfied that:

- a) *There is evidence that the area to which the bylaw applies (or will apply by virtue of the resolution) has experienced a high level of crime or disorder that can be shown to have been caused or made worse by alcohol consumption in the area; and*
- b) *The bylaw, as applied by the resolution:*
 - i. *Is appropriate and proportionate in the light of the evidence; and*
 - ii. *Can be justified as a reasonable limitation on people's rights and freedoms.*

Where possible, the Council's public notice and/or information on its website following a resolution under this clause will include a map of the temporary alcohol ban area.

7.3 Public notice of resolution

The Council must give public notice of any resolution made under clause 7.2 and, where it is practicable and reasonable to do so, by street signage in or adjacent to the specified restricted place at least 14 days before the restriction takes effect.

8 POWERS OF ARREST, SEARCH AND SEIZURE

8.1 Powers of the Police

- a) This clause authorises members of the Police to exercise the power of search under section 169(2)(a) of the Act, for the purposes of section 170(2) of the Act, in relation to any temporary alcohol ban area made by resolution of the Council under clause 7.2.
- b) The powers of search can be exercised by the Police immediately and without further notice, but only if the resolution declaring a temporary alcohol ban provides that clause 8.1(a) of this bylaw applies.

Explanatory note: Police must give the appropriate warning and opportunity under s170(1) of the Act before exercising the power of search. The powers of search given to the Police in section 169 of the Act also apply to the prohibitions in clause 5 of this bylaw.

9 OFFENCES

- 9.1 Every person who breaches this bylaw commits an infringement offence under section 239A of the Act and may be served with an infringement notice under section 245 of the Act and be liable to pay an infringement fee.

Explanatory note: Under the Local Government (Alcohol Ban Breaches) Regulations 2013, the current infringement fee payable for a breach of this bylaw is \$250.

10 REVOCATION

The Dunedin City Council Alcohol (Control of Alcohol in Public Places) Bylaw 2004, reviewed and amended in December 2016, is revoked and replaced by this bylaw.

ADDITIONAL INFORMATION TO THE ALCOHOL CONTROL BYLAW 2026

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

Relevant Legislation:	Local Government Act 2002 Sale and Supply of Alcohol Act 2012
Associated Documents:	Local Alcohol Policy
History of bylaw:	Made in 2004 Came into effect 8 July 2004 Reviewed December 2016

	Reviewed xx 2026 with the 2004 bylaw being revoked and replaced with the Alcohol Bylaw 2026.
--	--

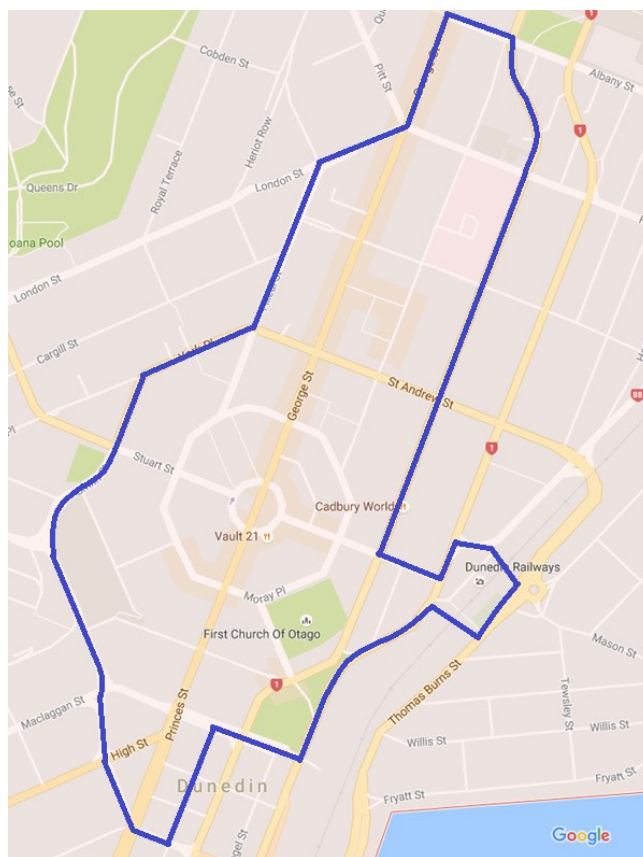
SCHEDULE A – SPECIFIED PERIOD

At any time of any day.

SCHEDULE B – SPECIFIED RESTRICTED PLACES

Central city area: George Street between The Octagon and Albany Street, Princes Street between The Octagon and Jetty Street and all public places including streets, shared pathways, service lanes, lanes, footpaths, carparks and reserves (including The Octagon, Exchange, Queens Gardens, Railway Station and the grounds of First Church) within the areas bounded by, and including both sides of:

- Filleul, London and George Streets; and
- Albany, Malcolm and Cumberland Streets; and
- Lower Stuart Street to the Railway Station; and
- Queens Gardens (east), High and Rattray Streets; and
- Bond, Jetty and Manse Streets; and
- Broadway and Rattray Street; and
- Smith Street and York Place to Filleul Street; and
- The skateboard park situated at Thomas Burns Street.



Logan Park sports hub area

The area encompassed by Albany Street, Riego Street, Harbour Terrace and Dundas Street, Butts Road, Union Street, State Highway 88 and ANZAC Avenue back to Albany Street (depicted in the map below).





Alcohol (Control of Alcohol in Public Places) Bylaw Review 2026 Statement of Proposal

This statement of proposal is prepared under sections 83, 147, 147A, 147B, 155, 156, 159 and 160 of the Local Government Act 2002.

INTRODUCTION

We are reviewing the Alcohol (Control of Alcohol in Public Places) Bylaw and would like to know what you think.

BACKGROUND

The Local Government Act 2002 (the Act) provides the power for councils to make alcohol control bylaws in areas where there is evidence of a high level of alcohol-related crime or disorder. The current bylaw was introduced in 2004 and prohibits people from bringing, possessing or consuming alcohol in a designated public area of central Dunedin (with some exemptions). The NZ Police enforce the bylaw. The bylaw is due for review.

PROPOSALS AND OPTIONS

Central city alcohol ban - no change proposed **INSERT MAP**

Following initial community engagement, it is proposed to **retain the current central city alcohol ban** (with some exemptions). This helps to reduce violence, disorder and unsafe behaviour and is in response to requests from the Police, evidence provided by the Police on the high level of crime and disorder in this area, and community feedback.

Option 1: Retain the permanent central city alcohol ban (proposed).	
<i>Advantages</i> • Greater ability to protect public health and safety and to protect public from nuisance. • Greater ability to reduce the high level of crime and disorder in this area. • Responds to requests and feedback from the Police, other organisations and the community.	<i>Disadvantages</i> • Potentially restrictive for some members of the public.
Option 2: Do not retain the permanent central city alcohol ban.	
<i>Advantages</i> • Less restriction for some members of the public.	<i>Disadvantages</i> • Removes an effective tool to address some alcohol related issues in this area. • Limited ability to protect public health and safety and to protect public from nuisance. • Limited ability to reduce the high level of crime and disorder in this area.

Logan Park sports hub area – introduce a permanent alcohol ban INSERT MAP

It is also proposed to **introduce a permanent alcohol ban in the Logan Park sports hub area**. This would help to reduce some alcohol related issues in this area including crime and disorder. This area regularly has temporary alcohol bans in place, such as for planned events. The proposal to introduce a permanent ban is in response to requests from the Police and other organisations, as well as evidence about the level of crime and disorder in the area.

Option 1: Introduce a permanent alcohol ban in the Logan Park sports hub area (proposed).	
Advantages - Provides a stronger, more consistent tool than regular temporary bans to reduce the level of crime and disorder. - Greater ability to protect public health and safety and protect the public from nuisance. - Responds to requests from the Police and other organisations.	Disadvantages More restrictive for some members of the public.
Option 2: Do not introduce a permanent alcohol ban in the Logan Park sports hub area (status quo).	
Advantages Less restriction for some members of the public.	Disadvantages - Lost opportunity for a more effective tool to address some alcohol related issues in this area. - Lost opportunity to protect public health and safety and to protect public from nuisance. - Lost opportunity to reduce the level of crime and disorder in this area.

Other proposed changes

Other changes are proposed to clarify and simplify the bylaw and these are detailed here:

Section	Proposed change	Reason
Title	Amend to <i>Alcohol Control Bylaw</i>	To be clearer and simpler.

Purpose	Add a <i>Purpose</i>	To be clear about the purpose of the bylaw.
Explanatory notes	Add explanatory notes e.g. - about the Regulatory Standards Act 2025 requirements - about special licences, Council resolutions, temporary alcohol bans, powers of the Police, and offences.	- Required by section 14 of the Regulatory Standards Act 2025. - For extra clarification.
Public notice of resolution	Amend that Council must notify any resolution for a temporary alcohol ban by signage <i>where it is practicable and reasonable to do so</i> .	To better reflect requirements of the Act.
Powers of the Police	Remove some detail that duplicates the Act whilst referring to it, and providing an explanatory note.	To simplify this section.
Warning by the Police	Remove this section that duplicates the Act and provide an explanatory note.	To simplify this information.
Offences	Add more detail about infringement offences including an explanatory note.	To provide more information and explanation, and to better reflect the Act.
Schedule B – Specified Restricted Places	Add Logan Park sports hub area to Schedule B.	To reduce alcohol related harm in this area. In response to requests from the Police and community feedback.
Throughout bylaw	Wording amendments	To modernise, clarify and simplify the language.

While there has been some interest in alcohol bans in other areas such as North Dunedin, South Dunedin, and sportsgrounds, it is not proposed to introduce alcohol bans in these areas at this stage. This is because there is insufficient evidence of crime and disorder here and a ban may not be justified as a reasonable limitation on people's rights and freedoms.

LOCAL GOVERNMENT ACT 2002 CONSULTATION PROCESS

The Council is making this bylaw under the Local Government Act 2002. The special consultative procedure is used for the review consultation, as provided by the Act. If a special consultative procedure is used, that provides for the statement of proposal to include a report on any relevant

determinations made under section 155 of the Act. The Council made those determinations at the following meetings:

- At its meeting of 25 March 2026, the Council determined that a bylaw is the most appropriate way to address some alcohol related issues in Dunedin.
- At its meeting of 3 September 2026, the Council determined that the proposed Alcohol Control Bylaw 2026:
 1. is the most appropriate form of bylaw, and
 2. does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

The intent of the bylaw is to regulate the consumption of alcohol in public places, the bringing of alcohol into public places, and the possession of alcohol in public places to protect public health and safety and protect the public from nuisance. In this sense, limiting the right of people to consume, bring, and possess alcohol in certain areas are proportionate responses and are considered justifiable limitations to protect public health and safety.

REGULATORY STANDARDS ACT 2025 REQUIREMENT

To meet new requirements under the Regulatory Standards Act 2025, secondary legislation (such as bylaws) adopted by the Dunedin City Council after 1 July 2026 must be assessed against principles of responsible regulation set out in the Act and an explanatory noted included in the bylaw.

DOCUMENTS

See the draft revised Alcohol Control Bylaw with tracked changes showing the proposed changes.

HAVE YOUR SAY

What do you think about the proposed bylaw? Are proposed changes appropriate?

Please fill out the feedback form so we can take your views into account.

1. Where to from here?

- Public submissions period closes **5 pm Friday xx date.**
- Hearings will be held around **November 2026**. During hearings you can verbally present your position to the Council.
- The Council considers submissions and decides on any changes to the bylaw.
- The Council adopts the reviewed bylaw.

Alcohol Control Bylaw 2026 submission form

Submissions are due by 5 pm Friday xx date 2026

Late submissions may not be accepted.

The provision of your personal information is optional, however, should you provide this information please note your name and organisation may be included in papers for the public and media. Information you have provided will only be used for the purpose of the consultation on the Alcohol (Control of Alcohol in Public Places) Bylaw review. The Council will collect, use and store your information in accordance with the Privacy Policy which can be found on the Council website www.dunedin.govt.nz/privacy-policy. If you would like a copy of the personal information we hold about you, or to have the information corrected, please contact us at dcc@dcc.govt.nz or 03 477 4000.

Send to: Alcohol Control Bylaw
Dunedin City Council
PO Box 5045
Dunedin 9054

Deliver: Alcohol Control Bylaw
DCC Customer Services Centre
Civic Centre
50 The Octagon
Dunedin

Online: www.dunedin.govt.nz/consultation

Email: Healthbylawreview@dcc.govt.nz

First Name: _____ Last Name: _____

Organisation (if applicable): _____

Postal address: _____

Postcode: _____

Email Address: _____ Phone: _____

Would you like to speak to the hearing panel in person?

(If you do not tick a box, we will assume you do not wish to be heard.)

☐ Yes ☐ No

If you wish to speak, you will be contacted with a speaking time as soon as possible after submissions close. *(Note: You may also be able to present your views by audio or audio-visual link.)*

You may answer as many or as few questions as you wish.

6

Current permanent central city alcohol ban

Which of the following options do you support in relation to the **current** permanent central city alcohol ban?

☐ Option 1 (**proposed**): Retain the permanent central city alcohol ban (with some exemptions)

☐ Option 2: Do not retain the current permanent central city alcohol ban.

Please comment on your answer if you wish:

Logan Park sports hub

Which of the following options do you support in relation to the proposed permanent alcohol ban in the Logan Park sports hub area?

☐ Option 1 (**proposed**): Introduce a permanent alcohol ban in this area (with some exemptions)

☐ Option 2 (status quo): Do not introduce a permanent alcohol ban in this area.

Please comment on your answer if you wish:

General Support

Overall, do you agree with the proposed Alcohol Control Bylaw?

☐ Yes ☐ No

Why/why not?

Other comments

Do you have any other comments to make about the proposed Alcohol Control Bylaw?

Remember your submission needs to reach the Council by 5 pm Friday xx date 2026.

Thank you for your feedback.

DUNEDIN CITY COUNCIL
ALCOHOL (CONTROL OF ALCOHOL IN PUBLIC PLACES) BYLAW 2004
(Reviewed and Amended in December 2016)

The Dunedin City Council in pursuance of the powers contained in the Local Government Act 2002, the Bylaws Act 1910 and any other authority enabling it in this behalf hereby makes the following Bylaw.

1.0 TITLE AND COMMENCEMENT

- (i) This Bylaw shall be known as the Alcohol (Control of Alcohol in Public Places) Bylaw 2004.
- (ii) The Bylaw shall come into effect on the 8th day of July 2004.

2.0 INTERPRETATION

Act – means the Local Government Act 2002

Council – means the Dunedin City Council

Alcohol – means a substance that is or contains a fermented, distilled or spirituous liquor and at 20°C is found on analysis to contain 1.15% or more of ethanol by volume; or that is a frozen liquid, or a mixture of a frozen liquid and another substance or substances and is alcohol (as described) when completely thawed to 20°C; or that, whatever its form, is found on analysis to contain 1.15 percent or more ethanol by weight in a form that can be assimilated by people

Offence – means an offence under Section 239A of the Local Government Act 2002 that is a breach of this Bylaw

Public Place – means a place that is open to or is being used by the public, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it, but does not include licensed premises

Specified Period – means a period described in Schedule A hereto and any such additional period as may be defined by Council by resolution from time to time in accordance with Clause 5 of this Bylaw

Specified Restricted Place – means a public place described in Schedule B hereto and any such additional place as may be defined by Council by resolution from time to time in accordance with Clause 5 of this Bylaw

3.0 ALCOHOL PROHIBITION

No person shall:

- bring alcohol into; or,
- possess alcohol in; or,
- consume alcohol in

any Specified Restricted Place at any time during any Specified Period in respect of that restricted place.

4.0 EXEMPTIONS

4.1 Taking Alcohol to or from Licensed Premises

This Bylaw does not prohibit, in the case of alcohol in an unopened bottle or other unopened container: -

- (a) The transport of that alcohol from premises that adjoin a specified restricted place during any specified period when, pursuant to the Sale and Supply of Alcohol Act 2012, it is lawful to sell alcohol on those premises for consumption off the premises, provided the alcohol is promptly removed from the specified restricted place.
- (b) The transport of that alcohol from outside a specified restricted place for delivery to premises that adjoin the specified restricted place, provided the premises is licensed for the sale of alcohol pursuant to the Sale and Supply of Alcohol Act 2012.
- (c) The transport of that alcohol from outside a specified restricted place to premises that adjoin the specified restricted place for consumption on those premises, provided the premises is licensed pursuant to the Sale and Supply of Alcohol Act 2012.
- (d) The transport of that alcohol not consumed at a licensed premises adjoining the specified restricted place to outside the specified restricted place, provided the bottle or container is unopened or resealed, and provided the alcohol is promptly removed from the specified restricted place.

4.2 Taking Alcohol to or from Other Premises

This Bylaw does not prohibit, in the case of alcohol in an unopened bottle or other unopened container: -

- (a) The transport of alcohol to/from other premises adjoining a specified restricted place:
 - (i) by, or for delivery to, a resident of those premises or by his or her bona fide visitors; or,
 - (ii) from those premises to a place outside the specified restricted place by a resident of those premises, provided the alcohol is promptly removed from the specified restricted place.

4.3 Licensed Premises

This Bylaw does not prohibit the possession or consumption of alcohol in any specified restricted place, or part of that specified restricted place, where such is a permitted pavement seating area attached to a premises licensed pursuant to the Sale and Supply of Alcohol Act 2012.

4.4 Special Licenses

This Bylaw does not limit any individual or organisation (corporate or otherwise) from obtaining a Special Licence pursuant to section 64 of the Sale and Supply of Alcohol Act 2012 for any event to be held in a Specified Restricted Place.

5.0 RESOLUTION TO SPECIFY RESTRICTED PLACES

5.1 Addition/Removal of Specified Periods and/or Specified Restricted Places

The Council may from time to time by resolution adopted following the use of the special consultative procedure in accordance with section 83 of the Act, add to Schedule B hereto other public places to which the provisions of this Bylaw shall then apply for any period specified in the resolution, or amend the period applying in respect of any listed public place, or in like manner may delete from Schedule B those public places in respect of which it considers this Bylaw should no longer apply.

5.2 Addition of Specified Periods and/or Specified Restricted Places for Planned Events

The Council may from time to time by resolution specify additional periods and public places during which the bringing of alcohol into, the possession and/or consumption of alcohol in that public place may be prohibited. The Council may make such a resolution in relation to any planned public event, function or social gathering to be held in that public place.

In conjunction with any prohibition for any specified event, Council may also prohibit the presence or use of any vehicle in the public place for the duration of the event.

5.3 Public Notice of Resolution

Every resolution made pursuant to Clause 5.1 or Clause 5.2 above shall be publicly notified in the Otago Daily Times and by street signage in or adjacent to the Specified Restricted Place at least 14 days before it shall take effect.

6.0 POWERS OF ARREST, SEARCH AND SEIZURE

6.1 Powers of the Police

Where a prohibition on the possession and/or consumption of alcohol is in effect in any public place pursuant to the provisions of section 169 of the Act, a member of the police may, without warrant, -

- (a) for the purpose of ascertaining whether alcohol is present, search;
 - (i) a container (for example, a bag, case, package or parcel) in the possession of a person who is in, or entering, a restricted place;
 - (ii) a vehicle that is in, or entering, a restricted place.
- (b) seize and remove alcohol (and its container) that is in a restricted place in breach of an alcohol ban;
- (c) arrest any person whom the constable finds committing an offence;
- (d) arrest any person who has refused to comply with a request by a constable -
 - (i) to leave the specified restricted place; or,
 - (ii) to surrender to a constable the alcohol that, in breach of an alcohol ban is in the person's possession.

6.2 Warning by the Police

Before exercising the power of search under Clause 6.1(a) in relation to a container or a vehicle, a member of the police must –

- (a) inform the person in possession of the container or vehicle, as the case may be, that he or she has the opportunity of removing the container or the vehicle from the restricted place; and,
- (b) provide the person with a reasonable opportunity to remove the alcohol or the vehicle, as the case may be, from the restricted place.

7.0 OFFENCES

Every person who breaches this Bylaw commits an offence under section 239A of the Act and is liable to a fine of \$250.

Schedule A – Specified Period

At any time on any day.

Schedule B – Specified Restricted Place

George Street between The Octagon and Albany Street, Princes Street between The Octagon and Jetty Street and all public places including streets, service lanes, lanes, footpaths, carparks and reserves (including The Octagon, Exchange, Queens Gardens, Railway Station and the grounds of First Church) within the areas bounded by, and including both sides of:

- Filleul, London and George Streets; and,
- Albany, Malcolm and Cumberland Streets; and,
- Lower Stuart Street to the Railway Station; and,
- Queens Gardens (east), High and Rattray Streets; and,
- Bond, Jetty and Manse Streets; and,
- Broadway and Rattray Street; and,
- Smith Street and York Place to Filleul Street; and,
- The skateboard park situated at Thomas Burns Street.



Dunedin City Council

*Police recorded alcohol-related harm from the
National Alcohol Harm Viewer*

1 July 2021 to 31 December 2025



Legend

Territorial Local Authority



Alcohol Ban Areas



New Zealand Census 2023 Deprivation Index by SA1

NZDep2023

-  9 - 10 (Most Deprived)
-  7 - 8
-  5 - 6
-  3 - 4
-  1 - 2 (Least Deprived)
-  NA

Schools



Secondary (Year 7-10)



Secondary (Year 7-15)



Secondary (Year 9-15)



Secondary (Year 11-15)



Intermediate



Full Primary



Composite



Composite (Year 1-10)



Restricted Composite (Year 7-10)



Special School



Activity Centre



Contributing



Correspondence School



Teen Parent Unit

Early Childhood Educators



Marae

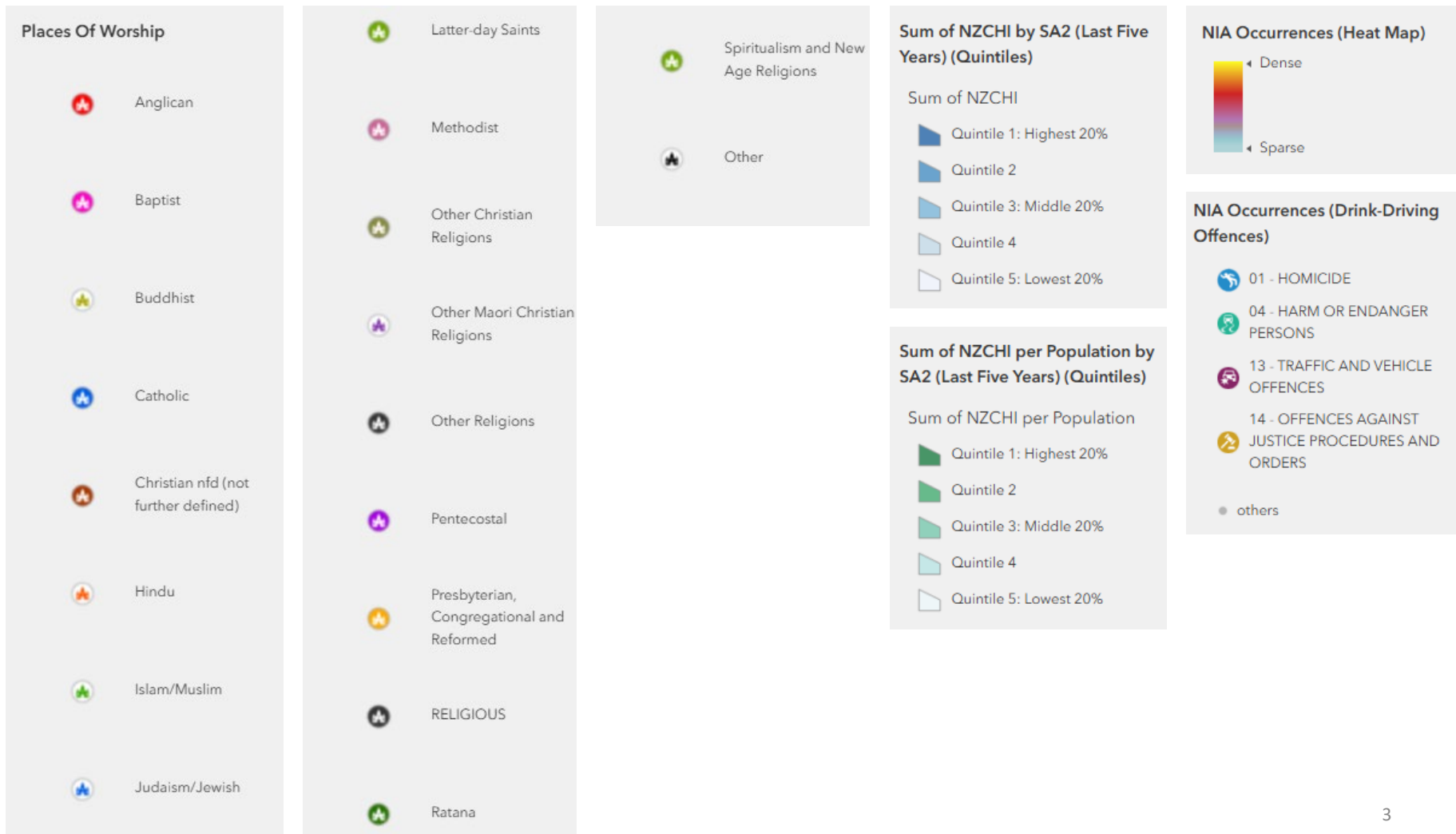
Marae type

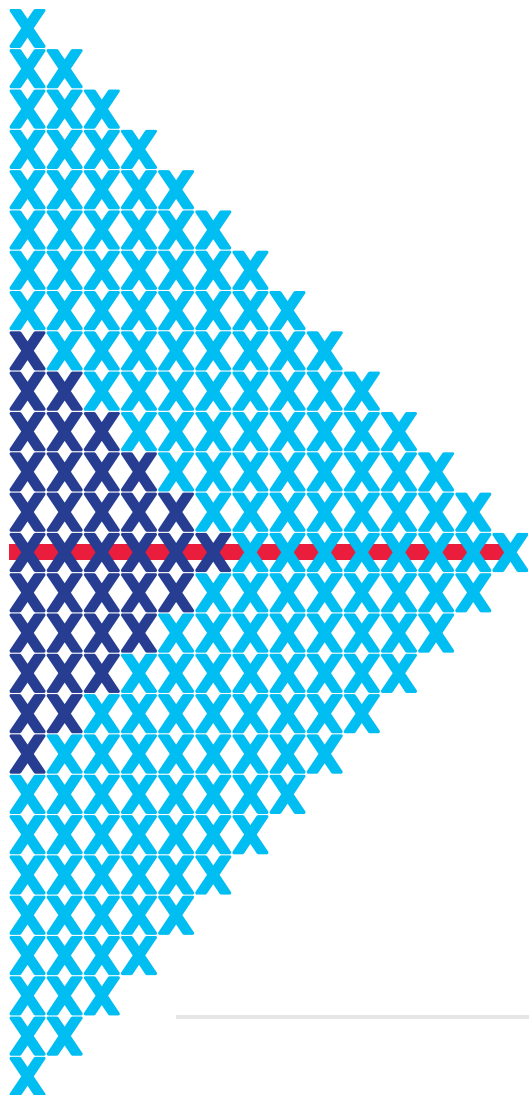


Tangata whenua marae



Other marae



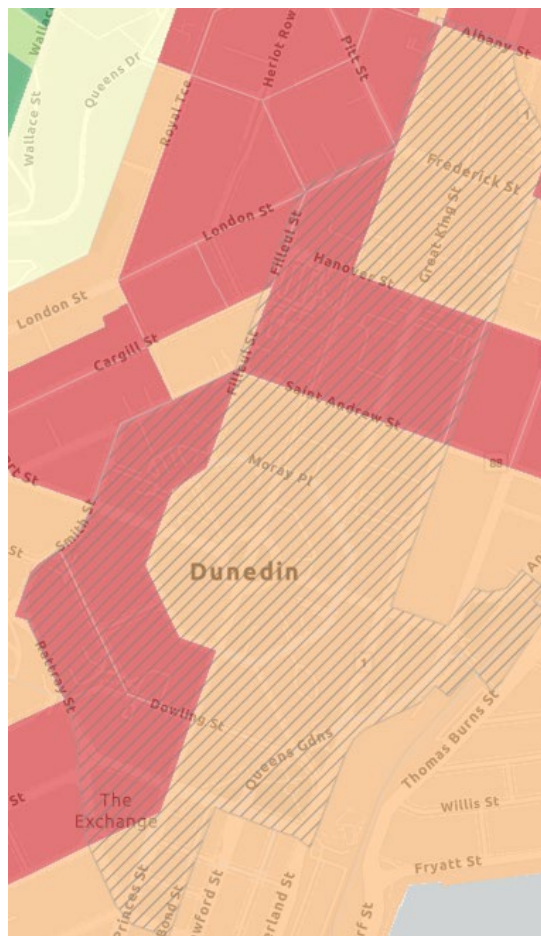


Dunedin Alcohol Ban

As per Alcohol (Control of Alcohol in Public Places) Bylaw

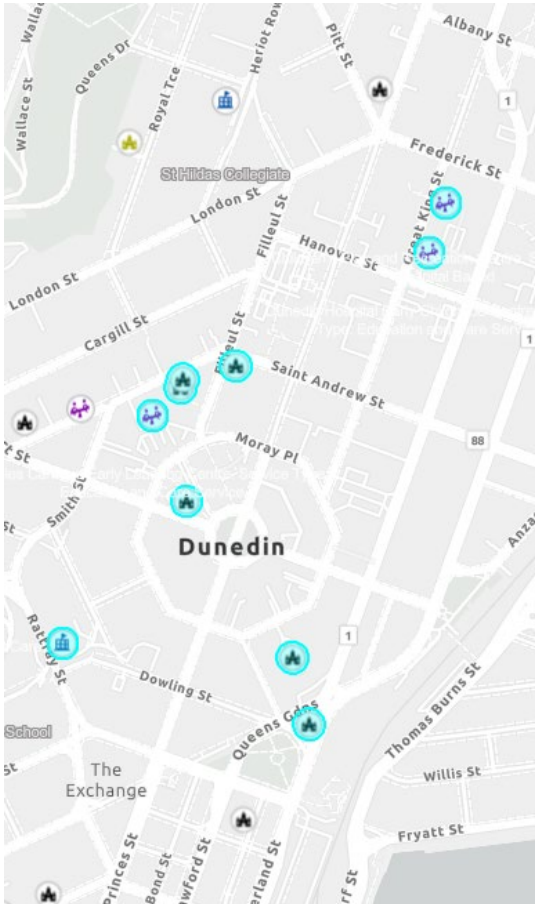


NZ Deprivation Index 2023 and Alcohol Ban Area



5

Sensitive sites – Alcohol ban



The sites highlighted in teal are within the boundary of the alcohol ban area

Schools

Otago Girls' High School

Early Childhood Educators

Kiddies Campus Early Learning Centre

Dunedin Hospital Early Childhood Centre

Children's Play and Recreation Centre

Places of worship

CHRISTIAN CROSS QUEENS GARDENS

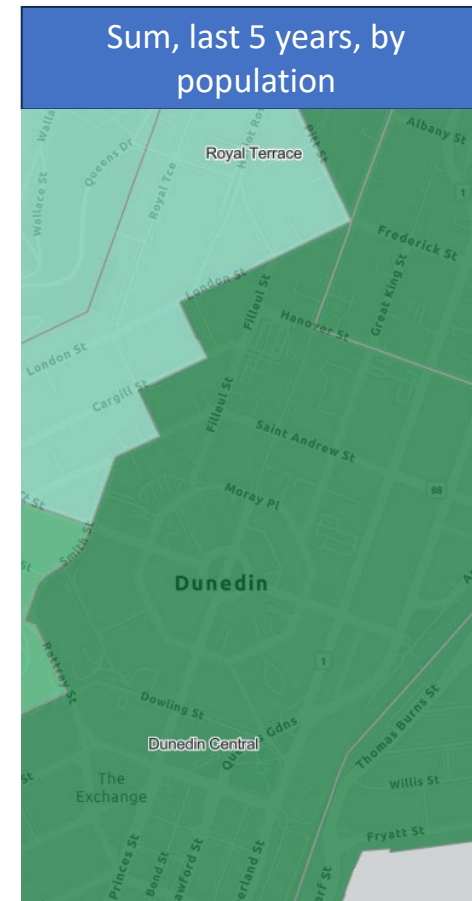
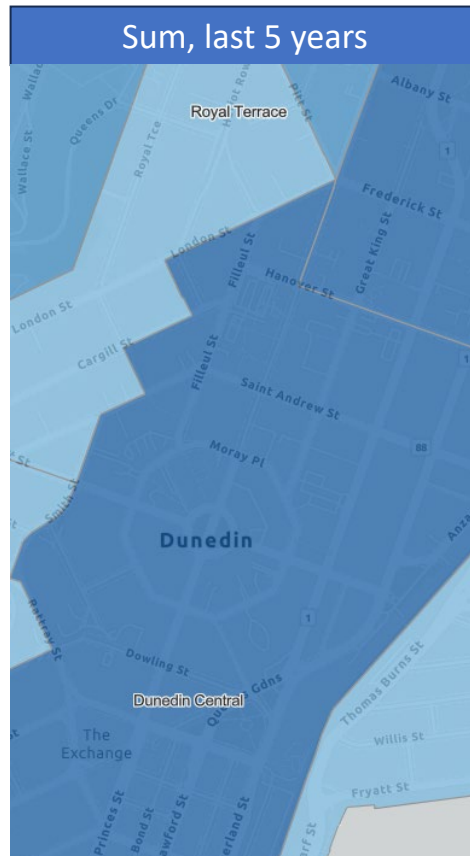
CHRISTIAN SCIENCE CHURCH DUNEDIN

CHURCH OF CHRIST ASSOCIATED CENTRAL CITY

FIRST CHURCH OF OTAGO

ST PAULS ANGLICAN CATHEDRAL DUNEDIN

NZ Crime Harm Index, by SA2 – Alcohol ban



Alcohol-related harm – Alcohol ban



Harm where the scene type is residential has been excluded from this map (but not the following tables) in order to protect the privacy of those involved.

Tables by Statistical Area 2 are provided in lieu of including harm in residential settings in the map.

Year	Count
2021 (part year)	168
2022	458
2023	542
2024	548
2025	718
Grand Total	2434

Statistical Area 2	2021 (part year)	2022	2023	2024	2025	Grand Total
Dunedin Central	162	430	524	531	706	2353
Campus South	6	24	17	17	12	76
Campus West		4	1			5
Grand Total	168	458	542	548	718	2434

Division	2021 (part year)	2022	2023	2024	2025	Grand Total
02 - ASSAULT	27	76	112	81	98	394
03 - SEXUAL OFFENCES	7	14	19	8	6	54
04 - HARM OR ENDANGER PERSONS	10	15	25	22	12	84
05 - ROBBERY, BLACKMAIL, AND EXTORTION		2	2	3	2	9
06 - BURGLARY		1	1	3	3	8
07 - THEFT	11	28	37	40	40	156
08 - FRAUD AND RELATED OFFENCES				1	1	2
09 - DRUG OFFENCES	2	8	7	7	2	26
10 - WEAPONS AND EXPLOSIVES OFFENCES	3	6	5	5	6	25
11 - PROPERTY DAMAGE	5	18	6	14	17	60
12 - PUBLIC ORDER, HEALTH, AND SAFETY OFFENCES	40	120	166	209	364	899
13 - TRAFFIC AND VEHICLE OFFENCES	30	67	48	57	70	272
14 - OFFENCES AGAINST JUSTICE PROCEDURES AND ORDERS	6	19	16	23	29	93
Non-crime	27	84	98	75	68	352
Grand Total	168	458	542	548	718	2434

Alcohol-related harm – Alcohol ban

Month	2021 (part year)	2022	2023	2024	2025	Grand Total
Jan		31	45	40	25	141
Feb		19	58	29	45	151
Mar		34	36	32	46	148
Apr		36	53	33	22	144
May		40	39	59	40	178
Jun		36	30	42	45	153
Jul	35	46	67	45	48	241
Aug	30	29	50	51	63	223
Sep	19	41	32	53	170	315
Oct	28	41	29	41	82	221
Nov	22	64	43	60	78	267
Dec	34	41	60	63	54	252
Grand Total	168	458	542	548	718	2434

Day	2021 (part year)	2022	2023	2024	2025	Grand Total
Mon	9	37	29	33	43	151
Tue	17	30	34	52	33	166
Wed	17	37	41	62	63	220
Thu	14	48	54	50	60	226
Fri	25	65	71	69	75	305
Sat	35	119	160	123	246	683
Sun	51	122	153	159	198	683
Grand Total	168	458	542	548	718	2434

Start time	2021 (part year)	2022	2023	2024	2025	Grand Total
12am-12.59am	20	54	58	52	116	300
1am-1.59am	22	60	55	90	53	280
2am-2.59am	16	36	54	35	45	186
3am-3.59am	10	32	31	27	36	136
4am-4.59am	3	6	10	7	10	36
5am-5.59am	6	5	2	3	8	24
6am-6.59am	4	1	5	2	1	13
7am-7.59am		1	5	1	1	8
8am-8.59am	2	3	5	9	6	25
9am-9.59am		7	3	13	9	32
10am-10.59am	4	12	3	11	5	35
11am-11.59am	5	10	18	7	21	61
12pm-12.59pm	6	13	18	14	16	67
1pm-1.59pm	3	7	8	20	9	47
2pm-2.59pm	2	12	23	22	16	75
3pm-3.59pm	4	27	22	19	12	84
4pm-4.59pm	5	16	11	19	16	67
5pm-5.59pm	9	22	38	18	16	103
6pm-6.59pm	1	24	19	28	20	92
7pm-7.59pm	7	17	21	16	15	76
8pm-8.59pm	15	12	33	23	22	105
9pm-9.59pm	5	19	20	39	50	133
10pm-10.59pm	8	27	30	20	78	163
11pm-11.59pm	11	35	50	53	137	286
Grand Total	168	458	542	548	718	2434

Alcohol-related harm – Alcohol ban

NZ Deprivation Index 2023	2021 (part year)	2022	2023	2024	2025	Grand Total
7	8	5	9	3	6	31
8	113	353	427	458	618	1969
9	47	100	106	87	94	434
Grand Total	168	458	542	548	718	2434

Scene type	2021 (part year)	2022	2023	2024	2025	Grand Total
Commercial	29	47	61	61	79	277
Community	3	10	22	21	22	78
Education		6		1		7
Health	4	10	13	7	8	42
In Transit	2	4	7	4	9	26
Not Applicable	1	5	3	3	2	14
Online				5	5	10
Public Space	102	281	348	358	511	1600
Residential	16	35	30	26	22	129
Retail	11	55	54	59	58	237
Unknown		5	4	3	2	14
Grand Total	168	458	542	548	718	2434

Alcohol-related harm in outdoor public places – Alcohol ban



Year	Count
2021 (part year)	102
2022	281
2023	348
2024	358
2025	511
Grand Total	1600

Day	2021 (part year)	2022	2023	2024	2025	Grand Total
Mon	2	26	15	22	31	96
Tue	11	12	18	36	16	93
Wed	7	12	27	33	42	121
Thu	7	32	30	25	39	133
Fri	12	40	43	50	40	185
Sat	19	87	111	83	192	492
Sun	44	72	104	109	151	480
Grand Total	102	281	348	358	511	1600

Division	2021 (part year)	2022	2023	2024	2025	Grand Total
02 - ASSAULT	14	49	73	41	50	227
03 - SEXUAL OFFENCES	2	3	2	4		11
04 - HARM OR ENDANGER PERSONS	2	7	11	12	4	36
05 - ROBBERY, BLACKMAIL, AND EXTORTION		2	1	2	2	7
07 - THEFT		2	5		2	9
09 - DRUG OFFENCES	1	5	5	5	2	18
10 - WEAPONS AND EXPLOSIVES OFFENCES	2	3	3	3	4	15
11 - PROPERTY DAMAGE		10	2	5	7	24
12 - PUBLIC ORDER, HEALTH, AND SAFETY OFFENCES	25	75	123	172	317	712
13 - TRAFFIC AND VEHICLE OFFENCES	30	67	46	55	63	261
14 - OFFENCES AGAINST JUSTICE PROCEDURES AND ORDERS	4	14	13	18	19	68
Non-crime	22	44	64	41	41	212
Grand Total	102	281	348	358	511	1600

11

Alcohol-related harm in outdoor public places – Alcohol ban

Month	2021 (part year)	2022	2023	2024	2025	Grand Total
Jan		19	30	25	16	90
Feb		6	42	22	31	101
Mar		22	21	20	29	92
Apr		24	37	17	15	93
May		21	17	33	22	93
Jun		21	15	28	31	95
Jul	17	20	44	29	21	131
Aug	25	17	28	27	41	138
Sep	15	27	22	41	147	252
Oct	17	25	22	26	61	151
Nov	13	44	31	41	58	187
Dec	15	35	39	49	39	177
Grand Total	102	281	348	358	511	1600

NZ Deprivation Index 2023	2021 (part year)	2022	2023	2024	2025	Grand Total
7	5		4		2	11
8	78	230	285	311	455	1359
9	19	51	59	47	54	230
Grand Total	102	281	348	358	511	1600

Start time	2021 (part year)	2022	2023	2024	2025	Grand Total
12am-12.59am	15	40	44	37	103	239
1am-1.59am	18	45	39	64	35	201
2am-2.59am	12	23	33	26	32	126
3am-3.59am	4	26	26	23	30	109
4am-4.59am	3	3	9	6	7	28
5am-5.59am	4	4	1	1	2	12
6am-6.59am	4		4	1		9
7am-7.59am			3	1		4
8am-8.59am	2	2	4	8	6	22
9am-9.59am		2	2	11	6	21
10am-10.59am	4	4	2	9	4	23
11am-11.59am	4	3	6	4	8	25
12pm-12.59pm		1	8	9	7	25
1pm-1.59pm	1	5	2	12	2	22
2pm-2.59pm	1	8	10	14	5	38
3pm-3.59pm	2	10	13	12	7	44
4pm-4.59pm	4	8	5	9	12	38
5pm-5.59pm	9	12	24	11	12	68
6pm-6.59pm		14	11	15	9	49
7pm-7.59pm	2	7	10	7	10	36
8pm-8.59pm	5	10	18	9	9	51
9pm-9.59pm		14	13	21	26	74
10pm-10.59pm	1	21	27	12	61	122
11pm-11.59pm	7	19	34	36	118	214
Grand Total	102	281	348	358	511	1600

Alcohol-related family harm - Alcohol ban

Year	Count
2021 (part year)	23
2022	48
2023	52
2024	22
2025	44
Grand Total	189

Statistical Area 2	2021 (part year)	2022	2023	2024	2025	Grand Total
Dunedin Central	23	47	52	20	39	181
Campus South		1		2	5	8
Grand Total	23	48	52	22	44	189

Division	2021 (part year)	2022	2023	2024	2025	Grand Total
02 - ASSAULT	6	15	13	7	18	59
03 - SEXUAL OFFENCES	1	1	1	1		4
04 - HARM OR ENDANGER PERSONS	2	1	1	4	3	11
07 - THEFT			1			1
09 - DRUG OFFENCES			1			1
11 - PROPERTY DAMAGE			1			1
12 - PUBLIC ORDER, HEALTH, AND SAFETY OFFENCES	2	1	3	1	2	9
13 - TRAFFIC AND VEHICLE OFFENCES	1	3	1			5
14 - OFFENCES AGAINST JUSTICE PROCEDURES AND ORDERS	1	5	4		3	13
Non-crime	10	22	26	9	18	85
Grand Total	23	48	52	22	44	189

NZ Deprivation Index 2023	2021 (part year)	2022	2023	2024	2025	Grand Total
7		1		1	1	3
8	16	29	34	20	32	131
9	7	18	18	1	11	55
Grand Total	23	48	52	22	44	189

Alcohol-related family harm - Alcohol ban

Month	2021 (part year)	2022	2023	2024	2025	Grand Total
Jan		2	6	1	1	10
Feb		1	6		1	8
Mar		4	3		5	12
Apr			4	1	3	8
May		2	1	8	4	15
Jun		3	2		2	7
Jul	2	11	4	3	6	26
Aug	7	2	1	1	3	14
Sep	5	3	7	2	8	25
Oct	5	1	2	3	4	15
Nov	4	16	8	2	5	35
Dec		3	8	1	2	14
Grand Total	23	48	52	22	44	189

Day	2021 (part year)	2022	2023	2024	2025	Grand Total
Mon		8	3		3	14
Tue	5	6		1	3	15
Wed	4	5	6	3	5	23
Thu	2	6	6	4	5	23
Fri		5	5	2	8	20
Sat	1	4	13	7	12	37
Sun	11	14	19	5	8	57
Grand Total	23	48	52	22	44	189

Start time	2021 (part year)	2022	2023	2024	2025	Grand Total
12am-12.59am	2	5	2	3	6	18
1am-1.59am	8	6	4		1	19
2am-2.59am	1	1	5	4	2	13
3am-3.59am		1	6	2	3	12
4am-4.59am			3		2	5
5am-5.59am			1		1	2
9am-9.59am					1	1
10am-10.59am	4					4
11am-11.59am		3	2	1	2	8
12pm-12.59pm	2	1	1	1	2	7
1pm-1.59pm	1	3		4	3	11
2pm-2.59pm		7	4	1	4	16
3pm-3.59pm		1	5	3	1	10
4pm-4.59pm	1	3				4
5pm-5.59pm	2	3	6			11
6pm-6.59pm		2			3	5
7pm-7.59pm	1	4	1			6
8pm-8.59pm	1		3		4	8
9pm-9.59pm		4	2	1	3	10
10pm-10.59pm			5	1	3	9
11pm-11.59pm		4	2	1	3	10
Grand Total	23	48	52	22	44	189

Alcohol ban breaches

Year	Count
2021 (part year)	9
2022	31
2023	47
2024	100
2025	262
Grand Total	449

Month	2021 (part year)	2022	2023	2024	2025	Grand Total
Jan		4	3	5	2	14
Feb		1	2	5	10	18
Mar		3	2	1	11	17
Apr		6	7	3	3	19
May		4	1	13	8	26
Jun		3	1	5	6	15
Jul	3	2	11	6	3	25
Aug	4		5	5	5	19
Sep			4	13	128	145
Oct			5	5	34	44
Nov		6	3	15	29	53
Dec	2	2	3	24	23	54
Grand Total	9	31	47	100	262	449

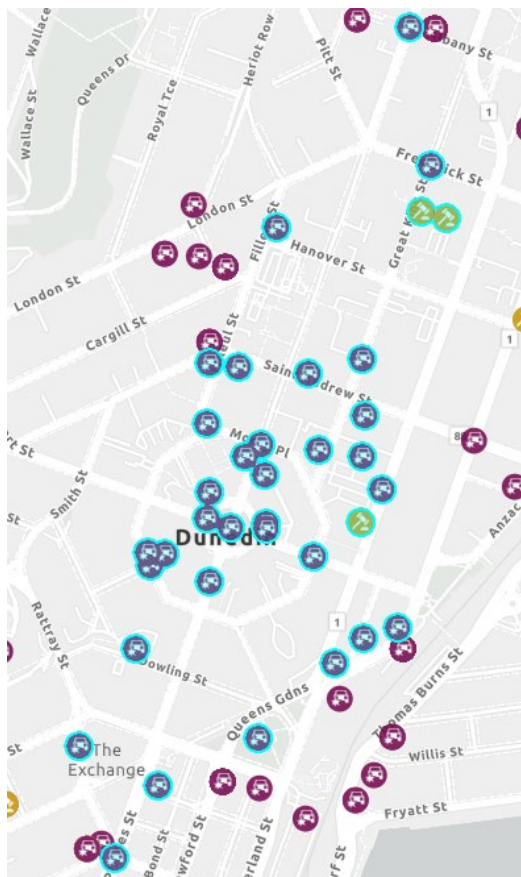
Day	2021 (part year)	2022	2023	2024	2025	Grand Total
Mon		2		6	2	10
Tue		2	4	13	3	22
Wed			3	12	21	36
Thu	1	2	3	5	10	21
Fri	1	7	9	16	19	52
Sat	2	11	16	21	130	180
Sun	5	7	12	27	77	128
Grand Total	9	31	47	100	262	449

Code	2021 (part year)	2022	2023	2024	2025	Grand Total
W655 - CONSUMED ALCOHOL IN AN ALCOHOL BANNED AREA	2	18	32	60	120	232
W656 - BROUGHT ALCOHOL INTO AN ALCOHOL BANNED AREA		1	1	4	22	28
W657 - POSSESSED ALCOHOL IN A ALCOHOL BANNED AREA	7	12	14	36	120	189
Grand Total	9	31	47	100	262	449

Start time	2021 (part year)	2022	2023	2024	2025	Grand Total
12am-12.59am	3	5	9	15	68	100
1am-1.59am		3	3	18	14	38
2am-2.59am	2		2		5	9
3am-3.59am		1			2	3
4am-4.59am			1			1
6am-6.59am				1		1
9am-9.59am		2		4		6
10am-10.59am				2	3	5
11am-11.59am	1		3	3	4	11
12pm-12.59pm			2	2	6	10
1pm-1.59pm		1		5	2	8
2pm-2.59pm				6	2	8
3pm-3.59pm			4	6	4	14
4pm-4.59pm		2	3	5	3	13
5pm-5.59pm		2	2	1		5
6pm-6.59pm		2	1	2	2	7
7pm-7.59pm					1	1
8pm-8.59pm	1			1		2
9pm-9.59pm		3	4	7	6	20
10pm-10.59pm	2	5	6	2	42	57
11pm-11.59pm		5	7	20	98	130
Grand Total	9	31	47	100	262	449

15

Drink driving - Alcohol ban



When occurring at the same location, harm layers upon itself and only the top layer is visible in this map.
The sites highlighted in teal are within the boundary of the alcohol ban area.

Year	Count
2021 (part year)	23
2022	62
2023	43
2024	48
2025	66
Grand Total	242

NZ Deprivation Index 2023	2021 (part year)	2022	2023	2024	2025	Grand Total
7	1		1			2
8	21	56	37	41	59	214
9	1	6	5	7	7	26
Grand Total	23	62	43	48	66	242

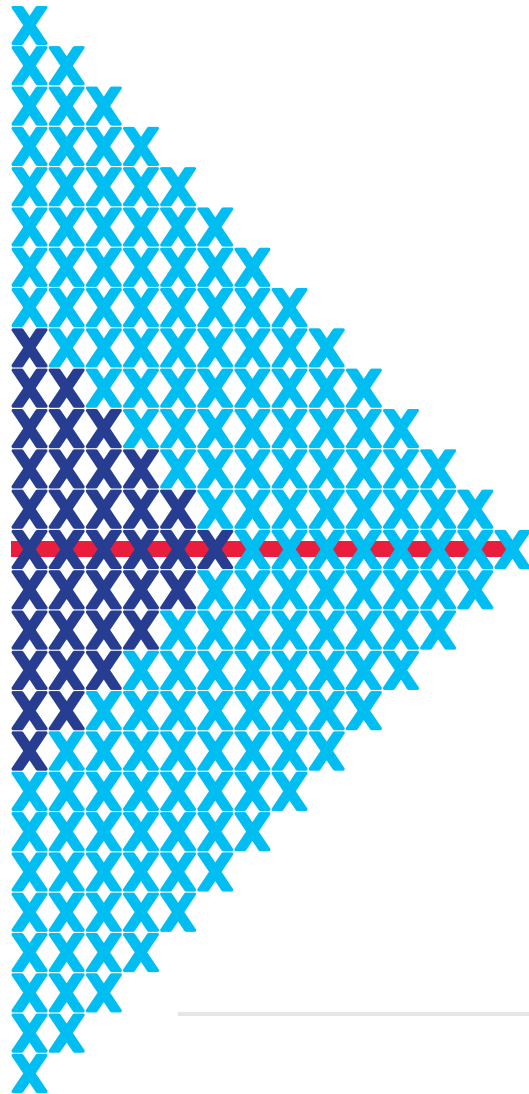
Month	2021 (part year)	2022	2023	2024	2025	Grand Total
Jan		3	3	3	4	13
Feb		2	6	2	3	13
Mar		4	1	7	6	18
Apr		7	5	3	2	17
May		3	1	4	2	10
Jun		3	3	6	11	23
Jul	3	8	7	4	3	25
Aug	3	3	1	5	8	20
Sep	4	2	3	5	3	17
Oct	5	7	1	4	6	23
Nov	3	5	4	3	12	27
Dec	5	15	8	2	6	36
Grand Total	23	62	43	48	66	242

Day	2021 (part year)	2022	2023	2024	2025	Grand Total
Mon		2	1		2	5
Tue		1	1	2	1	5
Wed	2	2	1	1	6	12
Thu	1	8	1	3	9	22
Fri	4	8	11	6	9	38
Sat	8	24	13	15	22	82
Sun	8	17	15	21	17	78
Grand Total	23	62	43	48	66	242

16

Drink driving - Alcohol ban

Start time	2021 (part year)	2022	2023	2024	2025	Grand Total
12am-12.59am	1	10	9	2	8	30
1am-1.59am	5	9	8	8	9	39
2am-2.59am	4	6	4	5	5	24
3am-3.59am	2	7	1	4	5	19
4am-4.59am	1	1		2	1	5
5am-5.59am	1				3	4
6am-6.59am	1				1	2
7am-7.59am			1	1		2
8am-8.59am	1	2	1	7	3	14
9am-9.59am			1	3	1	5
10am-10.59am					1	1
11am-11.59am		1			3	4
3pm-3.59pm		2			1	3
4pm-4.59pm		1			1	2
5pm-5.59pm	1	5	3		1	10
6pm-6.59pm		3	2	3	1	9
7pm-7.59pm	1	2	3	1	2	9
8pm-8.59pm	2	1	2	2	3	10
9pm-9.59pm		3	1	3	3	10
10pm-10.59pm		5	2	3	8	18
11pm-11.59pm	3	4	5	4	6	22
Grand Total	23	62	43	48	66	242



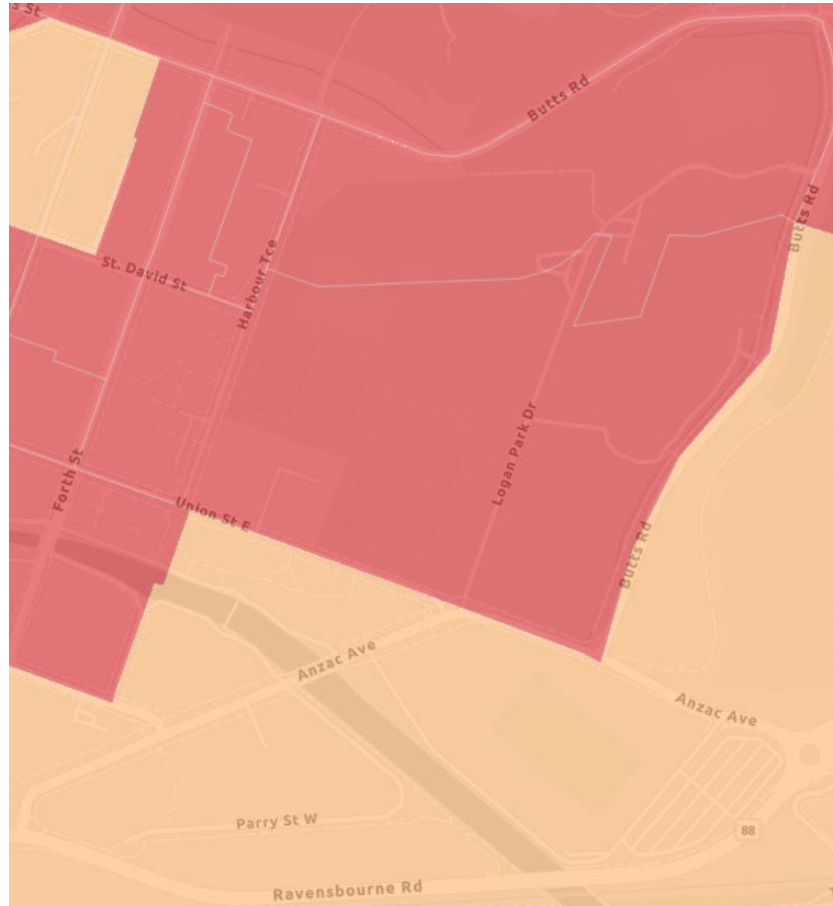
Temporary Alcohol Ban – Forsyth Bar Stadium Area

Temporary ban area previously implemented by DCC for large events at Forsyth Barr Stadium



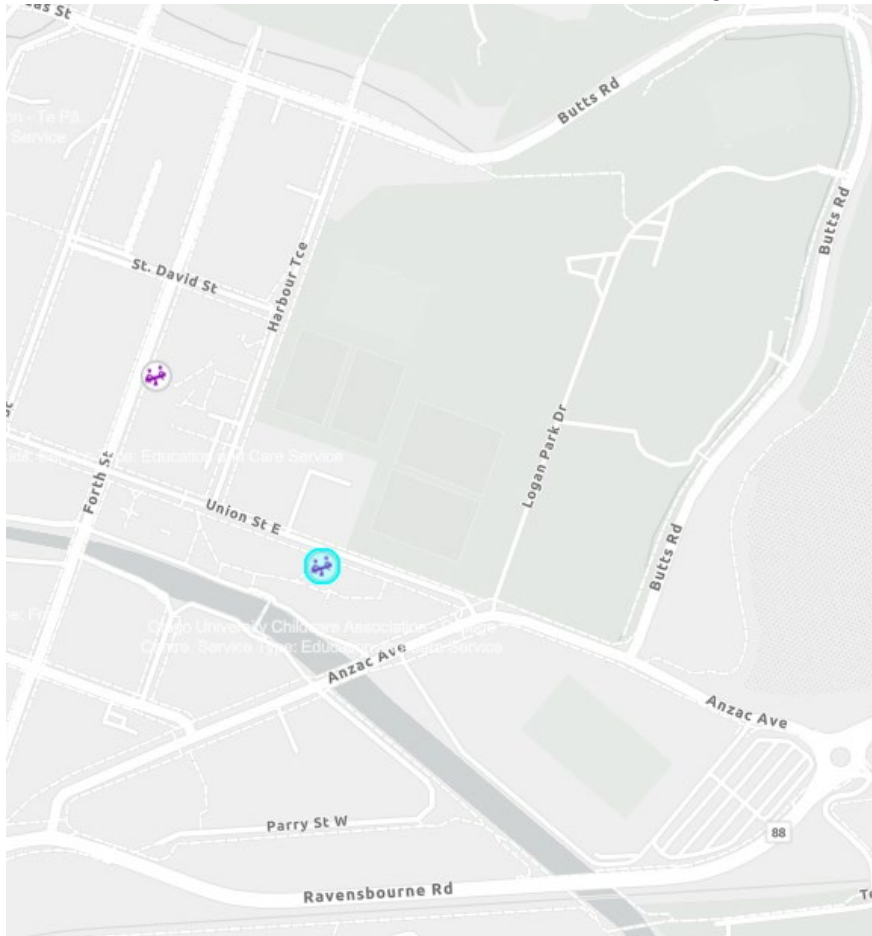
19

NZ Deprivation Index 2023 – Temporary ban



20

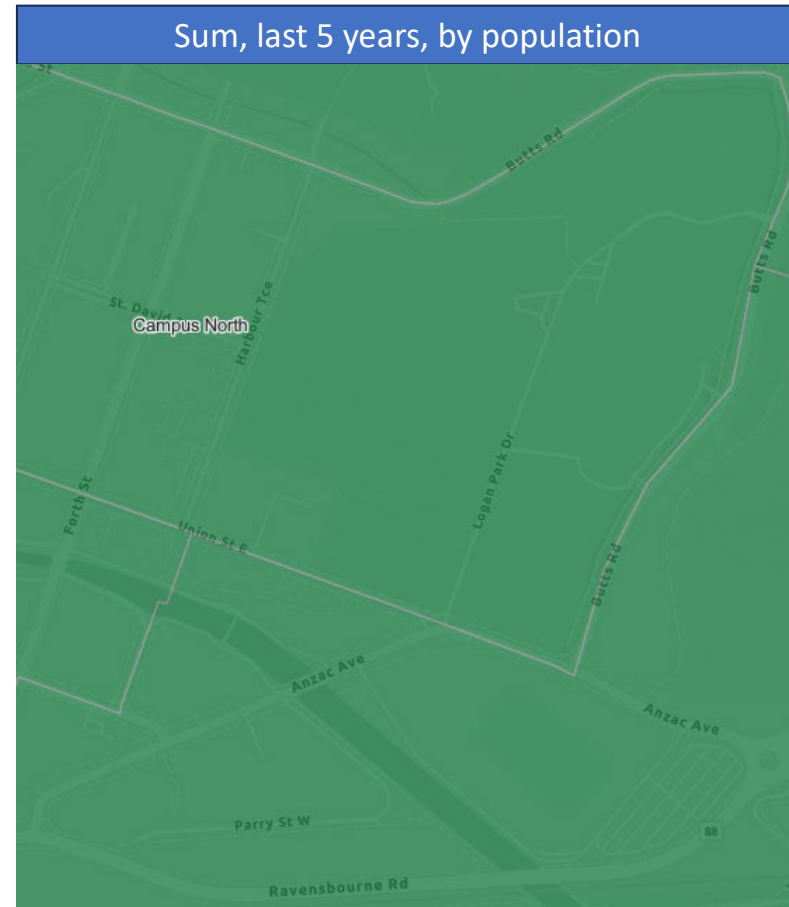
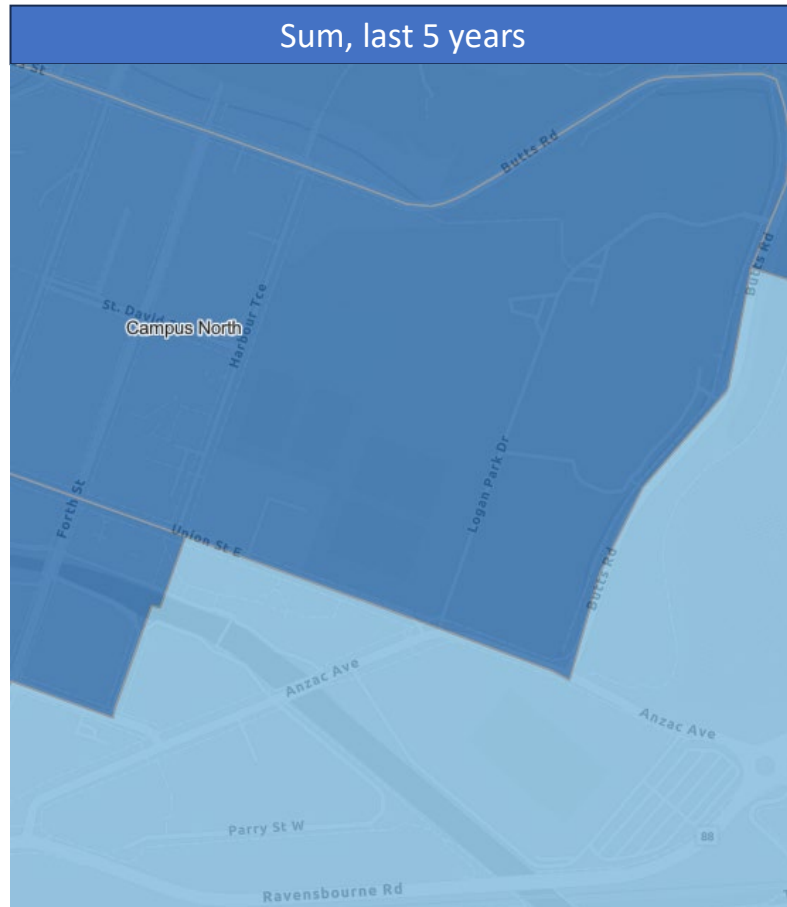
Sensitive sites – Temporary ban



The sites highlighted in teal are within the boundary of the proposed alcohol ban area

21

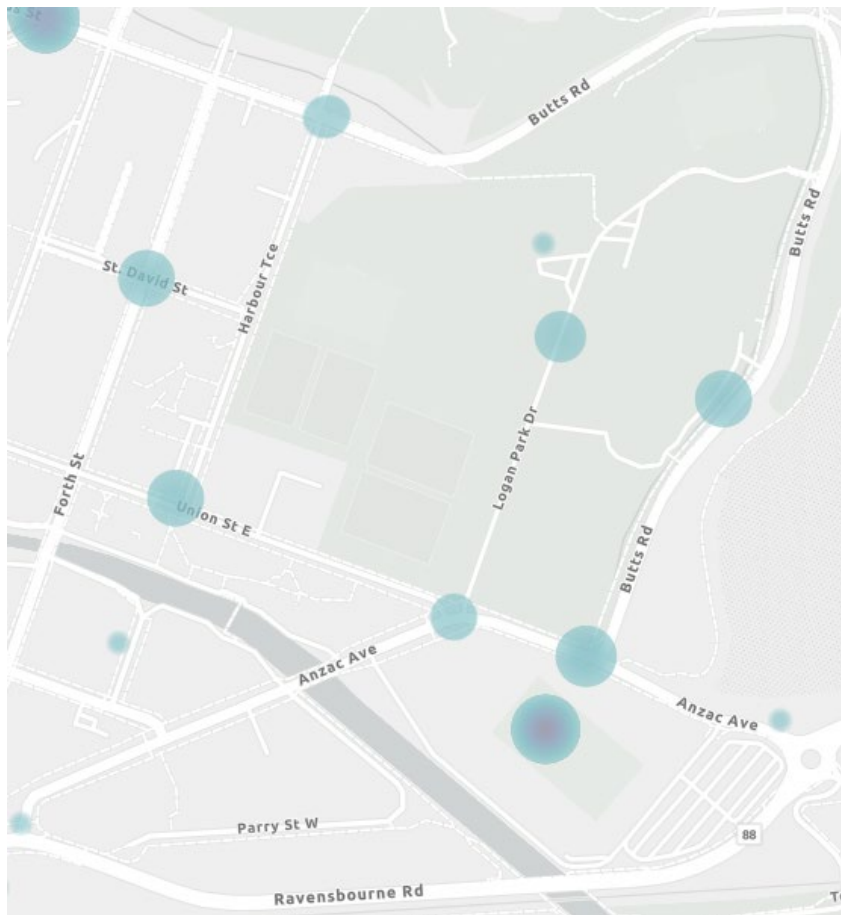
NZ Crime Harm Index, by SA2 - Temporary ban



22

Alcohol-related harm – Temporary ban

Total count ≤ 100



Harm where the scene type is residential has been excluded from this map (but not the following tables) in order to protect the privacy of those involved.

Tables by Statistical Area 2 are provided in lieu of including harm in residential settings in the map.

Year	Count
2021 (part year)	1.39%
2022	13.89%
2023	30.56%
2024	31.94%
2025	22.22%
Grand Total	100.00%

Statistical Area 2	2021 (part year)	2022	2023	2024	2025	Grand Total
Harbourside	0.00%	4.17%	15.28%	18.06%	11.11%	48.61%
Campus North	1.39%	6.94%	13.89%	11.11%	11.11%	44.44%
Gardens (Dunedin City)	0.00%	2.78%	1.39%	2.78%	0.00%	6.94%
Grand Total	1.39%	13.89%	30.56%	31.94%	22.22%	100.00%

Month	2021 (part year)	2022	2023	2024	2025	Grand Total
Jan	0.00%	0.00%	1.39%	0.00%	1.39%	2.78%
Feb	0.00%	1.39%	0.00%	2.78%	0.00%	4.17%
Mar	0.00%	1.39%	5.56%	4.17%	8.33%	19.44%
Apr	0.00%	1.39%	8.33%	2.78%	1.39%	13.89%
May	0.00%	1.39%	2.78%	5.56%	0.00%	9.72%
Jun	0.00%	0.00%	1.39%	0.00%	2.78%	4.17%
Jul	0.00%	0.00%	1.39%	2.78%	2.78%	6.94%
Aug	0.00%	0.00%	2.78%	0.00%	0.00%	2.78%
Sep	0.00%	1.39%	1.39%	9.72%	0.00%	12.50%
Oct	0.00%	6.94%	0.00%	0.00%	4.17%	11.11%
Nov	0.00%	0.00%	5.56%	4.17%	1.39%	11.11%
Dec	1.39%	0.00%	0.00%	0.00%	0.00%	1.39%
Grand Total	1.39%	13.89%	30.56%	31.94%	22.22%	100.00%

23

Alcohol-related harm - Temporary ban

Division	2021 (part year)	2022	2023	2024	2025	Grand Total
02 - ASSAULT	0.00%	1.39%	8.33%	12.50%	2.78%	25.00%
03 - SEXUAL OFFENCES	0.00%	0.00%	1.39%	1.39%	1.39%	4.17%
09 - DRUG OFFENCES	0.00%	0.00%	0.00%	1.39%	0.00%	1.39%
11 - PROPERTY DAMAGE	0.00%	1.39%	0.00%	1.39%	1.39%	4.17%
12 - PUBLIC ORDER, HEALTH, AND SAFETY OFFENCES	0.00%	0.00%	2.78%	9.72%	11.11%	23.61%
13 - TRAFFIC AND VEHICLE OFFENCES	1.39%	8.33%	6.94%	2.78%	2.78%	22.22%
14 - OFFENCES AGAINST JUSTICE PROCEDURES AND ORDERS	0.00%	1.39%	0.00%	0.00%	0.00%	1.39%
Non-crime	0.00%	1.39%	11.11%	2.78%	2.78%	18.06%
Grand Total	1.39%	13.89%	30.56%	31.94%	22.22%	100.00%

Day	2021 (part year)	2022	2023	2024	2025	Grand Total
Mon	0.00%	0.00%	1.39%	0.00%	1.39%	2.78%
Tue	0.00%	0.00%	0.00%	1.39%	0.00%	1.39%
Wed	0.00%	0.00%	1.39%	0.00%	0.00%	1.39%
Thu	0.00%	2.78%	1.39%	0.00%	0.00%	4.17%
Fri	0.00%	8.33%	6.94%	5.56%	4.17%	25.00%
Sat	1.39%	2.78%	12.50%	23.61%	13.89%	54.17%
Sun	0.00%	0.00%	6.94%	1.39%	2.78%	11.11%
Grand Total	1.39%	13.89%	30.56%	31.94%	22.22%	100.00%

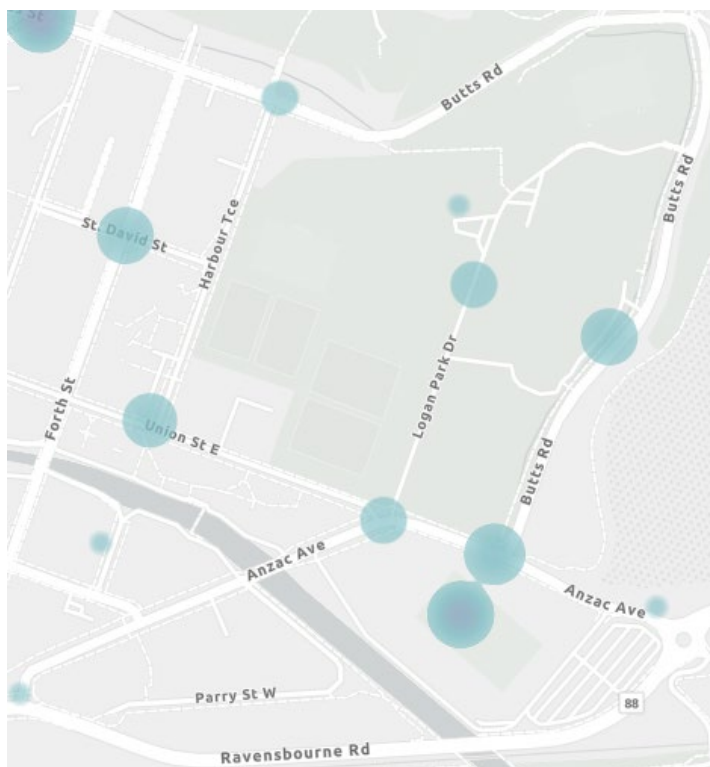
NZ Deprivation Index 2023	2021 (part year)	2022	2023	2024	2025	Grand Total
7	0.00%	4.17%	15.28%	18.06%	11.11%	48.61%
9	1.39%	9.72%	15.28%	13.89%	11.11%	51.39%
Grand Total	1.39%	13.89%	30.56%	31.94%	22.22%	100.00%

Start time	2021 (part year)	2022	2023	2024	2025	Grand Total
12am-12.59am	0.00%	0.00%	1.39%	2.78%	0.00%	4.17%
1am-1.59am	0.00%	0.00%	2.78%	0.00%	1.39%	4.17%
2am-2.59am	0.00%	1.39%	1.39%	0.00%	0.00%	2.78%
3am-3.59am	0.00%	0.00%	1.39%	1.39%	0.00%	2.78%
4am-4.59am	0.00%	0.00%	1.39%	0.00%	0.00%	1.39%
8am-8.59am	0.00%	0.00%	1.39%	1.39%	1.39%	4.17%
10am-10.59am	0.00%	0.00%	0.00%	0.00%	1.39%	1.39%
11am-11.59am	0.00%	1.39%	0.00%	0.00%	0.00%	1.39%
2pm-2.59pm	0.00%	1.39%	0.00%	0.00%	0.00%	1.39%
3pm-3.59pm	0.00%	0.00%	0.00%	1.39%	1.39%	2.78%
4pm-4.59pm	0.00%	1.39%	0.00%	1.39%	2.78%	5.56%
5pm-5.59pm	0.00%	0.00%	1.39%	1.39%	0.00%	2.78%
6pm-6.59pm	0.00%	0.00%	5.56%	6.94%	4.17%	16.67%
7pm-7.59pm	1.39%	1.39%	1.39%	4.17%	2.78%	11.11%
8pm-8.59pm	0.00%	1.39%	4.17%	5.56%	2.78%	13.89%
9pm-9.59pm	0.00%	0.00%	4.17%	5.56%	4.17%	13.89%
10pm-10.59pm	0.00%	2.78%	4.17%	0.00%	0.00%	6.94%
11pm-11.59pm	0.00%	2.78%	0.00%	0.00%	0.00%	2.78%
Grand Total	1.39%	13.89%	30.56%	31.94%	22.22%	100.00%

Scene type	2021 (part year)	2022	2023	2024	2025	Grand Total
Commercial	0.00%	0.00%	2.78%	8.33%	1.39%	12.50%
Community	0.00%	1.39%	5.56%	8.33%	5.56%	20.83%
Education	0.00%	0.00%	0.00%	0.00%	1.39%	1.39%
Not Applicable	0.00%	0.00%	1.39%	0.00%	0.00%	1.39%
Public Space	1.39%	11.11%	18.06%	9.72%	12.50%	52.78%
Residential	0.00%	1.39%	2.78%	5.56%	1.39%	11.11%
Grand Total	1.39%	13.89%	30.56%	31.94%	22.22%	100.00%

Alcohol-related harm in outdoor public places – Temporary ban

Total count ≤ 100



Year	Count
2021 (part year)	1.92%
2022	17.31%
2023	32.69%
2024	23.08%
2025	25.00%
Grand Total	100.00%

Month	2021 (part year)	2022	2023	2024	2025	Grand Total
Jan	0.00%	0.00%	1.92%	0.00%	1.92%	3.85%
Mar	0.00%	1.92%	3.85%	3.85%	5.77%	15.38%
Apr	0.00%	1.92%	7.69%	1.92%	1.92%	13.46%
May	0.00%	1.92%	3.85%	5.77%	0.00%	11.54%
Jun	0.00%	0.00%	1.92%	0.00%	3.85%	5.77%
Jul	0.00%	0.00%	1.92%	1.92%	3.85%	7.69%
Aug	0.00%	0.00%	3.85%	0.00%	0.00%	3.85%
Sep	0.00%	1.92%	1.92%	9.62%	0.00%	13.46%
Oct	0.00%	9.62%	0.00%	0.00%	5.77%	15.38%
Nov	0.00%	0.00%	5.77%	0.00%	1.92%	7.69%
Dec	1.92%	0.00%	0.00%	0.00%	0.00%	1.92%
Grand Total	1.92%	17.31%	32.69%	23.08%	25.00%	100.00%

Division	2021 (part year)	2022	2023	2024	2025	Grand Total
02 - ASSAULT	0.00%	0.00%	7.69%	1.92%	3.85%	13.46%
03 - SEXUAL OFFENCES	0.00%	0.00%	0.00%	1.92%	0.00%	1.92%
09 - DRUG OFFENCES	0.00%	0.00%	0.00%	1.92%	0.00%	1.92%
11 - PROPERTY DAMAGE	0.00%	1.92%	0.00%	1.92%	1.92%	5.77%
12 - PUBLIC ORDER, HEALTH, AND SAFETY OFFENCES	0.00%	0.00%	3.85%	9.62%	11.54%	25.00%
13 - TRAFFIC AND VEHICLE OFFENCES	1.92%	11.54%	9.62%	3.85%	3.85%	30.77%
14 - OFFENCES AGAINST JUSTICE PROCEDURES AND ORDERS	0.00%	1.92%	0.00%	0.00%	0.00%	1.92%
Non-crime	0.00%	1.92%	11.54%	1.92%	3.85%	19.23%
Grand Total	1.92%	17.31%	32.69%	23.08%	25.00%	100.00%

Alcohol-related harm in outdoor public places – Proposed ban

Day	2021 (part year)	2022	2023	2024	2025	Grand Total
Tue	0.00%	0.00%	0.00%	1.92%	0.00%	1.92%
Wed	0.00%	0.00%	1.92%	0.00%	0.00%	1.92%
Thu	0.00%	3.85%	1.92%	0.00%	0.00%	5.77%
Fri	0.00%	11.54%	9.62%	3.85%	5.77%	30.77%
Sat	1.92%	1.92%	11.54%	17.31%	15.38%	48.08%
Sun	0.00%	0.00%	7.69%	0.00%	3.85%	11.54%
Grand Total	1.92%	17.31%	32.69%	23.08%	25.00%	100.00%

NZ Deprivation Index 2023	2021 (part year)	2022	2023	2024	2025	Grand Total
7	0.00%	5.77%	17.31%	11.54%	15.38%	50.00%
9	1.92%	11.54%	15.38%	11.54%	9.62%	50.00%
Grand Total	1.92%	17.31%	32.69%	23.08%	25.00%	100.00%

Start time	2021 (part year)	2022	2023	2024	2025	Grand Total
1am-1.59am	0.00%	0.00%	3.85%	0.00%	1.92%	5.77%
2am-2.59am	0.00%	1.92%	1.92%	0.00%	0.00%	3.85%
3am-3.59am	0.00%	0.00%	0.00%	1.92%	0.00%	1.92%
4am-4.59am	0.00%	0.00%	1.92%	0.00%	0.00%	1.92%
8am-8.59am	0.00%	0.00%	1.92%	0.00%	0.00%	1.92%
10am-10.59am	0.00%	0.00%	0.00%	0.00%	1.92%	1.92%
11am-11.59am	0.00%	1.92%	0.00%	0.00%	0.00%	1.92%
2pm-2.59pm	0.00%	1.92%	0.00%	0.00%	0.00%	1.92%
3pm-3.59pm	0.00%	0.00%	0.00%	0.00%	1.92%	1.92%
4pm-4.59pm	0.00%	1.92%	0.00%	0.00%	3.85%	5.77%
5pm-5.59pm	0.00%	0.00%	1.92%	1.92%	0.00%	3.85%
6pm-6.59pm	0.00%	0.00%	5.77%	5.77%	3.85%	15.38%
7pm-7.59pm	1.92%	1.92%	1.92%	5.77%	1.92%	13.46%
8pm-8.59pm	0.00%	1.92%	5.77%	1.92%	3.85%	13.46%
9pm-9.59pm	0.00%	0.00%	3.85%	5.77%	5.77%	15.38%
10pm-10.59pm	0.00%	1.92%	3.85%	0.00%	0.00%	5.77%
11pm-11.59pm	0.00%	3.85%	0.00%	0.00%	0.00%	3.85%
Grand Total	1.92%	17.31%	32.69%	23.08%	25.00%	100.00%

Alcohol-related family harm - Temporary ban

Total count ≤ 50

27

Alcohol ban breaches

Total count ≤ 50

Drink driving - Temporary ban

Total count ≤ 50

Statement regarding the Alcohol (Control of Alcohol in Public Place) Bylaw (the bylaw) review**NZ Police**

My full name is: Chelsea Taylor-Harris

I am (position): Acting Sergeant for the Alcohol Harm Prevention Unit for the Dunedin Police.

1. Current central city alcohol ban area

Under the current bylaw there is an alcohol ban in the central city area – see Attachment A.

On 9 April 2026, the NZ Police provided the DCC with Police recorded alcohol-related harm data for the central city area. The NZ Police have assessed this as a high crime and disorder area due to the consumption of alcohol in this area.

It is the NZ Police's opinion that if the current bylaw were to lapse and not be replaced (which would result in the alcohol ban in the central city area lapsing), then the level of alcohol-related crime and disorder in this area would be made worse or would be likely to increase.

As previously supplied, the National Alcohol Harm Data Police collect shows of the 2434 total incidents and offences recorded from 2021-2025, 1600 of these were in Public Places within the Alcohol Ban Area.

In September 2025, over 2 weekends, the Alcohol Harm Prevention Unit and the Community Beat Team ran two Alcohol Ban Area operations, targeting people breaching the ban. During these operations, we issued over 130 infringements or warnings for breaches. Both operational weekends were specifically targeting the Alcohol Ban Area from approximately 9:30pm-midnight on a Saturday night.

The main excuses were having no knowledge of the ban. This highlighted the need for better signage which was petitioned for by the Community Beat Sergeant and he was successful early 2026. In collaboration with the DCC, ORC and Police there are now 80 updated signs in the Alcohol Ban Area – see Attachment B.

Since the traffic layout on George Street has changed there has been a decrease of motorist cruising the main street of town, which has been positive because there use to be a large amount of people in vehicles cruising town, breaching the alcohol ban and being reasonable for causing a lot of alcohol harm.

Since 2024, Police have implemented a Community Beat Team who now operate at least 15 hours per day across two teams.

The overall coverage of Policing the Dunedin CBD has increased since 2024 and had a positive impact of the crime and disorder seen in this area. This is highlighted in the NAHV data by way of an increase of recording of crime and disorder in a “see something, do something” approach.

Dunedin Community Constables experience ongoing issues with local transient people breaching the alcohol ban area, this is not always documented or reflected in the data.



Signed:

Date: 30/06/2026

Position: A/Sgt Alcohol Harm Prevention, New Zealand Police.

2. Logan Park/Forsyth Barr Stadium area

Further, the NZ Police has assessed that there is a level of crime and disorder within the 'Temporary ban area previously implemented by DCC for large events at Forsyth Barr Stadium' i.e. Logan Park/Forsyth Barr Stadium area – see Attachment C.

It is the NZ Police's view that levels of alcohol-related crime and disorder in this area are likely to arise if a permanent alcohol ban is not made for this area.

As previously supplied, the National Alcohol Harm Data Police collect shows this area to be highly deprived according to the New Zealand Deprivation Index 2023.

The data alone does not support a permanent ban being required, but that is more than likely due to underreporting. It is however important to highlight that 52.78% of the data from 2021-2025 occurred in public spaces within the Temporary Ban Area.

In support of this area becoming a permanent alcohol ban is a reflection of the lack of breach data when such events warrant it.

The DCC have never declined a request for a temporary ban to be implemented for large scale events and Police support this as a prevention approach. However, it is hard for Police to be everywhere. While these large-scale events take place, the requirement is to be Policing inside the events too, not necessarily having a continuous patrol outside to exclusively enforce the temporary ban.

Events where a ban hasn't been implemented where a permanent ban would support is the likes of repeated known events such as St Patrick's Day.

In 2026, Community Constables were required to move on multiple students from Logan Park at the concern of parents supervising their children's social sports practice both before and after school times due to the festivities of St Patrick's Day being an all-day event. Left behind was an accumulation of alcohol related rubbish.

St Patrick's Day celebrations amongst Dunedin Students occurs every year and the Lake House is known to host a large-scale event. Police support this event wherever safely possible but the path of harm leading to the event is evident every year.

Logan Park High School is in close proximity to this area and it would be favorable to see a reduction in exposure to alcohol harm within our community's youth.

Furthermore, Logan Park sporting area has recently become a more community focused space with the gates/fencing around turf's taken down to better facilitate members of the public wanting to use these facilities. For the DCC to protect its resources, a permeant ban to prevent anti-social behaviour would be favorable.

The Temporary Ban has been an asset for events such as Baseline and Southern Sounds.

C. Taylor Harris.

Signed:

Date: _30/06/2026

Position: A/Sgt Alcohol Harm Prevention, New Zealand Police.

Attachment A: Central city alcohol ban area

Schedule B – Specified Restricted Place

George Street between The Octagon and Albany Street, Princes Street between The Octagon and Jetty Street and all public places including streets, service lanes, lanes, footpaths, carparks and reserves (including The Octagon, Exchange, Queens Gardens, Railway Station and the grounds of First Church) within the areas bounded by, and including both sides of:

- Filleul, London and George Streets; and,
- Albany, Malcolm and Cumberland Streets; and,
- Lower Stuart Street to the Railway Station; and,
- Queens Gardens (east), High and Rattray Streets; and,
- Bond, Jetty and Manse Streets; and,
- Broadway and Rattray Street; and,
- Smith Street and York Place to Filleul Street; and,
- The skateboard park situated at Thomas Burns Street.



Attachment B: New Alcohol Ban Signage



Attachment C: Logan Park/Forsyth Barr Stadium area



Statement regarding the Alcohol (Control of Alcohol in Public Place) Bylaw (the bylaw) review

This submission is made in my role as Chief Licensing Inspector for Dunedin City Council. I have been employed by DCC since December 2010 and have been active in the role of Alcohol licensing for nearly 10 years, monitoring various events in that time.

1. Current central city alcohol ban area

Under the current bylaw there is an alcohol ban in the central city area. I am aware that Police have provided the DCC with alcohol-related harm data for the central city area and have assessed this area as a high crime and disorder area due to the consumption of alcohol in this area.

I have personally worked on a targeted operation alongside the Police on 13 September 2025, which targeted to alcohol ban in the central city. Multiple members of the public were stopped by Police on Great King Street, as well as George Street over the course of a few hours, where Police engaged and educated first, but at times, also infringed people for breaching the alcohol ban.

It was evident from this experience that the ban area was not widely known by members of the public. However, the amount of people walking through the central city with alcohol in hand was a very high proportion, I would estimate as approximately 50% of people observed walking towards the octagon direction over a near 2-hour period from approximately 9.30pm until near midnight when the operation occurred.

If the current bylaw were to lapse and not be replaced (which would result in the alcohol ban in the central city area lapsing), then the level of alcohol-related crime and disorder in my opinion would likely be made worse or increase.

2. Logan Park/Forsyth Barr Stadium area

I have worked at, and observed, several events in and around the Forsyth Barr Stadium and Logan Park area, including rugby fixtures at the Stadium and music events at Logan Park such as Baseline and Southern Sounds. Based on these observations, there appears to be a clear and recurring pattern of alcohol-related harm associated with people consuming alcohol while walking to events or gathering in the surrounding public areas before entry.

Anecdotal evidence suggests high levels of pre-loading and public intoxication in these areas. This includes people arriving at events already affected by alcohol, discarding bottles and cans in nearby streets, reserves and sports fields, and at times concealing alcohol in garden areas. I have also observed alcohol-related litter and glass left in areas used by the wider community, including families, sportspeople, event attendees, pedestrians and other members of the public who may be using these spaces before, during or after events.

The impact of this behaviour is not limited to the events themselves. Patrons who arrive already intoxicated create additional pressure for licensed premises and event organisers, who must then manage entry, crowd behaviour and intoxication risks. In some instances, people have been refused

entry to music events because they were already intoxicated, which can increase risks to their own safety, the safety of others, and the likelihood of public disorder.

Glass and alcohol-related debris in the area create ongoing amenity and safety concerns. Clean-up crews, contractors and event staff are often required to remove glass, cans and other alcohol-related rubbish from sports fields, streets and public spaces before they can be safely used by the community.

The area is also used year-round for sports events and is increasingly recognised as Dunedin's sports hub. Reducing alcohol-related rubbish and associated issues is therefore important for all users and stakeholders. Student events, such as St Patrick's Day celebrations and large flat parties around Logan Park High School, can create a significant path of harm. Including this area in a permanent alcohol ban would support enforcement at these events and help make the area safer for all users.

For these reasons, I strongly support the Logan Park and Forsyth Barr Stadium areas within the permanent alcohol ban area. This would be a practical step to reduce alcohol-related harm, improve public amenity, support safer event management, and give Police a clear enforcement tool before harm escalates.



Tanya Morrison
Chief Licensing Inspector
Dunedin City Council
1 July 2026

Attachment A: Logan Park #4 ground, outside Baseline even– photo taken 23/03/24 - 4.57pm – TM



Attachment B: Logan Park – fenceline to Tennis courts – Baseline – 1 April 2023 – TM



SUBMISSION - RESIDENTIAL TENANCIES (REGISTRATION OF BOARDING HOUSE LANDLORDS) AMENDMENT BILL

Department: Corporate Policy

EXECUTIVE SUMMARY

- 1 The purpose of this report is to seek Council's retrospective approval of the draft Dunedin City Council (DCC) submission to the Social Services and Community Committee (the Committee) on the Residential Tenancies (Registration of Boarding House Landlords) Bill (the Bill).
- 2 The Bill proposes to remedy the lack of oversight of boarding houses in Aotearoa New Zealand by amending the Residential Tenancies Act to require the responsible government agency (the Ministry of Housing and Urban Development) to create and maintain a register of boarding houses and boarding house landlords.
- 3 Submissions on the Bill closed on 11 June 2026. The DCC did not make a submission at this stage.
- 4 On 11 August 2026 the Committee subsequently invited the DCC to provide both a written submission and an oral presentation, as it saw a knowledge gap in the submissions received through the original consultation, particularly in relation to the experience and perspective of councils.
- 5 The DCC provided a written submission signed by the CEO to the Committee on 16 August 2026 (Attachment A) with Councillor Treadwell speaking to this submission at oral hearings on 19 August 2026.

RECOMMENDATIONS

That the Council:

- a) **Receives** the submission to the Residential Tenancies (Registration of Boarding House Landlords) Bill.
- b) **Notes** that the submission was lodged by the CEO due to consultation timeframes.
- c) **Retrospectively approves** the submission to the Residential Tenancies (Registration of Boarding House Landlords) Bill.

BACKGROUND

- 7 The Bill was introduced to Parliament on July 16, 2025. It seeks to amend the Residential Tenancies Act 1986 by establishing a boarding house register that will:
 - contain basic information in the register about a boarding house, such as the name of the landlord, their contact details, their address for service, and the address and description

of all boarding houses that they have currently granted a boarding house tenancy for (this information will be publicly available)

- require boarding house landlords to renew their registration each year
- establish criteria by which a boarding house landlord may be disqualified from operating a boarding house with reference to, amongst other things, their age, criminal history, and previous compliance with the boarding house registration process
- require boarding house landlords to maintain records detailing the nature of the premises on which they are operating their boarding house, such as a description of the facilities in the boarding house
- require boarding house landlords to maintain information about any boarding house tenancy agreements they are party to, including the names and contact details of tenants occupying the boarding houses and the rent for any such agreements (this information will not be publicly available).

DISCUSSION

The DCC Submission

- 8 In its regulatory and compliance role as a territorial local authority, the DCC seeks assurance that amendments in the Bill will:
 - clearly define the role and expectations of territorial authorities and/or MBIE
 - ensure that any additional responsibilities placed on territorial authorities and/or MBIE are accompanied by appropriate statutory powers and resourcing
 - provide effective mechanisms for inter-agency information sharing
 - provide adequate oversight, vulnerable individuals may continue to be housed in accommodation that is unsafe, unhealthy, or otherwise unsuitable
 - establish a clear response pathway where enforcement action may displace vulnerable residents
 - ensure that information about boarding house properties is clear and useful without creating an incorrect assumption that registration constitutes certification of compliance by the relevant territorial authority.
- 9 The DCC supports the implementation of a register which assists targeted enforcement by enabling councils and/or MBIE to focus resources on unregistered or non-compliant properties.
- 10 The DCC supports the provision of information that assists relevant agencies to understand whether a property is subject to Building Warrant Of Fitness requirements or other relevant statutory requirements which could support more effective coordination across agencies.

- 11 The DCC notes that boarding houses provide an important source of accommodation for people who may have limited housing choices.
- 12 The DCC supports improved standards and accountability but recommends that, as part of the implementation of any amendments, provisions should be in place to monitor any unintended impacts on the supply of lower-cost accommodation, and that appropriate support and transitions arrangements are in place where necessary for vulnerable residents.

OPTIONS

13. 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

- 14 There are no further actions as the submission has been lodged.

Signatories

Author:	Paul Cottam - Senior Policy Analyst
Authoriser:	Paul Henderson - General Manager Corporate and Regulatory Services Nicola Morand - Manahautū (General Manager Community and Strategy)

Attachments

	Title	Page
↓A	Dunedin City Council Submission on the Residential Tenancies Amendment Bill	186

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

Like other boarding house residents, Māori boarding house residents should benefit from the passage of the Bill given its intent, in so doing helping to meet the social equity aspect of Te Taki Haruru.

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

There has been no external engagement.

Engagement - internal

This submission has been prepared by the DCC's Corporate Policy team, with input from Compliance and Regulatory Services.

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There is no conflict of interest.

SUMMARY OF CONSIDERATIONS

Community Boards

There are potential implications for Community Boards if boarding houses covered by the amendments in the Bill are located in Community Board areas.



16 August 2026

Social Services and Community Committee
Parliament Buildings
WELLINGTON

Via email: ssc@parliament.govt.nz

Tēnā koe

DUNEDIN CITY COUNCIL SUBMISSION ON THE RESIDENTIAL TENANCIES (REGISTRATION OF BOARDING HOUSE LANDLORDS) AMENDMENT BILL

1. Thank you for the opportunity to submit on the Residential Tenancies (Registration of Boarding House Landlords) Amendment Bill (the Bill).
2. Overall, the Dunedin City Council (DCC) supports the intent of the amendments in the Bill.

The Ōtepoti Dunedin Context

3. The DCC is aware of approximately 11 boarding houses currently in Dunedin city. The DCC supports the implementation of a register which will give local authorities access to a more accurate record of boarding houses in their areas.
4. The DCC's Housing team works with other organisations, including central government agencies such as Fire and Emergency NZ, the Ministry of Business, Innovation and Employment (MBIE), and the Ministry for Social Development to share any information about any buildings of concern.
5. The DCC currently interacts with boarding houses as part of its business-as-usual activities. Some boarding houses have a Building Warrant of Fitness (BWOFF) which the Building Services team audits as required. The Environmental Health team may be involved if there are any health or noise concerns.
6. If a building is deemed dangerous or insanitary, the DCC may intervene in alignment with its Dangerous and Insanitary Buildings Policy. The DCC's community-focused teams will work with landlords to assist any displaced residents if needed.

50 The Octagon | PO Box 5045 | Dunedin 9054, New Zealand | T 03 477 4000 | E dcc@dcc.govt.nz | www.dunedin.govt.nz

 [DunedinCityCouncil](https://www.facebook.com/DunedinCityCouncil)  [@DnCityCouncil](https://twitter.com/DnCityCouncil)

The DCC Submission

7. In its regulatory and compliance role as a territorial local authority, the DCC seeks assurance that amendments in the Bill will:
 - clearly define the role and expectations of territorial authorities and/or MBIE
 - ensure that any additional responsibilities placed on territorial authorities and/or MBIE are accompanied by appropriate statutory powers and resourcing
 - provide effective mechanisms for inter-agency information sharing
 - provide adequate oversight, vulnerable individuals may continue to be housed in accommodation that is unsafe, unhealthy, or otherwise unsuitable
 - establish a clear response pathway where enforcement action may displace vulnerable residents
 - ensure that information about boarding house properties is clear and useful without creating an incorrect assumption that registration constitutes certification of compliance by the relevant territorial authority and/or MBIE.
8. The DCC supports the implementation of a register which assists targeted enforcement by enabling councils and/or MBIE to focus resources on unregistered or non-compliant properties.
9. The DCC supports the provision of information that assists relevant agencies to understand whether a property is subject to BWOF requirements or other relevant statutory requirements which could support more effective coordination across agencies.
10. The DCC notes that boarding houses provide an important source of accommodation for people who may have limited housing choices.
11. The DCC supports improved standards and accountability but recommends that, as part of the implementation of any amendments, provisions should be in place to monitor any unintended impacts on the supply of lower-cost accommodation, and that appropriate support and transitions arrangements are in place where necessary for vulnerable residents.

Conclusion

12. The DCC thanks you again for the opportunity to make this submission, and for the invitation to speak at hearings on the Residential Tenancies (Registration of Boarding House Landlords) Amendment Bill.

Ngā mihi



SANDY GRAHAM
CHIEF EXECUTIVE OFFICER
DUNEDIN CITY COUNCIL

NOTICE OF INTENT - DRAFT HEREWEKA HARBOUR CONE MANAGEMENT PLAN

Department: Parks and Recreation

EXECUTIVE SUMMARY

- 1 The Hereweka / Harbour Cone Management Plan 2012 (the 2012 Plan) is now 14 years old. This report seeks Council approval to publicly consult on the Draft Hereweka Harbour Cone Management Plan 2026 (the Draft Plan) using a process modelled on section 41(6) of the Reserves Act 1977 (the Act), and to approve the accompanying Statement of Proposal and public submission form (Attachment B).
- 2 The Draft Plan (Attachment A) sets out aims, objectives and policies for the proper management of the 328-hectare property.
- 3 This is the first comprehensive review of the 2012 Plan since it was adopted. One hundred and thirty (130) submissions were received during the initial consultation period and have informed development of the Draft Plan.
- 4 Following consultation, submissions will be heard by the Hearings Committee, which will make recommendations to Council prior to adoption of a final management plan.

RECOMMENDATIONS

That the Council:

- a) **Approves** the Statement of Proposal, Draft Hereweka Harbour Cone Management Plan 2026 and Public Submission Form for the purposes of public consultation.
- b) **Authorises** public consultation on the Draft Hereweka Harbour Cone Management Plan 2026, using a process modelled on section 41(6) of the Reserves Act 1977.
- c) **Notes** that the Hearings Committee will consider submissions on the Draft Plan and then make a recommendation to the Council under a covering report from staff.

BACKGROUND

- 5 In January 2008, the Dunedin City Council approved purchase of the 328-hectare property on the Otago Peninsula that has become known as Hereweka, or Harbour Cone.
- 6 The Council purchased the land to protect its significant landscape, ecological, heritage and cultural values and in recognition of its potential recreational and tourist values.
- 7 The Hereweka/Harbour Cone Management Plan 2012 (Attachment D) was adopted by Council in 2012 to provide a policy framework to integrate the multiple objectives that the Dunedin community had for this property, while ensuring that management and enhancements were based on sound principles and in alignment with the values of the property.

- 8 Management plans are prepared to ensure activities within public land provide for the use, enjoyment, maintenance, protection, development and preservation of the land, as the case may require.
- 9 After the Plan was adopted, Council determined that the best vehicle to manage the land in accordance with the Plan would be an independent charitable trust.
- 10 In July 2015, a Memorandum of Understanding (MOU) (Attachment C) was entered into between the Dunedin City Council and Hereweka/Harbour Cone Management Trust Board Incorporated (the Trust).
- 11 The MOU describes the roles and obligations of Council and the Trust, including with regard to administration and review of the Management Plan.
- 12 The MOU states that the Trust will jointly lead review of the Plan, with Council. Council retains responsibility for considering submissions and adopting the final Management Plan.
- 13 Most of the property covered by the Management Plan is not currently held or classified as reserve and is therefore not directly subject to the reserve management-planning requirements of the Reserves Act 1977.
- 14 Council has nevertheless chosen to follow a consultation process modelled on section 41 of the Act to maintain consistency with its reserve management-planning practices and provide a robust public consultation process.
- 15 The Act requires that a reserve management plan:
 - a) Ensures that the principles that apply to a reserve of the relevant classification in the Reserves Act are complied with;
 - b) Provides for the use, enjoyment, maintenance, protection and preservation of the reserve as the case may require;
 - c) Provides for development of the reserve (as appropriate for the purpose for which the reserve is classified).
- 16 A review of the 2012 Plan commenced on 21 July 2025.
- 17 Public consultation for making and reviewing reserve management plans is carried out by Council in two stages. The first stage was completed following public notice in July 2025.
- 18 This report relates to the second stage of consultation described in Section 41(6) of the Act.

DISCUSSION

- 19 One hundred and thirty submissions were received during Stage 1 consultation undertaken between July and October 2025. Key themes identified through the first stage included:
 - a) **Strong support for continued public ownership** - Submitters emphasised that the land should remain in public ownership and not be sold, subdivided, or privatised.

- b) **Protection of the rural landscape character** - Submitters valued the pastoral landscape and working farm character and generally supported retaining an open rural landscape rather than full reforestation.
 - c) **Support for indigenous restoration and biodiversity** - There was widespread support for native planting, ecological restoration, and pest plant and predator control, particularly in gullies and riparian areas.
 - d) **Mixed views on the extent of “rewilding”** - Some submitters supported large-scale native forest restoration, while others preferred a balanced approach that retains open pasture and landscape views.
 - e) **Recreation access and track development** - Submitters supported maintaining and improving walking and mountain biking tracks, although some cautioned against overdevelopment or impacts on sensitive areas.
 - f) **Visitor infrastructure improvements** - Common suggestions included improved signage, wayfinding, parking areas, and possibly toilets at key access points.
 - g) **Traffic and access concerns** - Some submitters raised concerns about vehicle access and road suitability, particularly around Camp Road and other entry points.
 - h) **Recognition of cultural and mana whenua values** - Submissions highlighted the importance of incorporating stronger mana whenua narratives and engagement in the management of the property.
 - i) **Environmental management and pest control** - Several submissions called for stronger management of pest plants and weeds (e.g. banana passionfruit, Darwin’s barberry, sycamore) and continued ecological restoration.
 - j) **Catchment health and slope stability** – Several submissions highlighted the importance of managing the property in a way that supports slope stability and catchment function, particularly given the steep terrain and erosion-prone gullies. Submitters supported approaches such as maintaining appropriate vegetation cover, riparian restoration, and land management practices that protect water quality and reduce erosion risk within the Smiths Creek and Stewarts Creek catchments.
 - k) **Support for volunteer and community involvement** - Submitters recognised the role of volunteers and community groups in track building, planting, and restoration work.
 - l) **Governance and transparency** - A small number of submissions raised questions about governance arrangements, including the role and transparency of the Trust.
 - m) **Heritage and interpretation opportunities** - Some submitters suggested better interpretation of the site’s cultural, natural, and historic values through signage or other educational initiatives.
- 20 The Draft Plan was prepared with full consideration of the feedback received during the initial submission period.
- 21 The Draft Plan retains the general intent of the 2012 Plan’s objectives, while updating and strengthening the policy framework to reflect current statutory, governance, ecological, cultural, heritage and visitor-management considerations.

22 Key changes within the Draft Plan include:

- a) **Long-term legal protection** – the Draft Plan provides for Council to initiate a process to consider whether all or part of the property should be gazetted as reserve, and, if so, which classification or combination of classifications would be appropriate. No decision on gazettal or classification is being sought through the current consultation.
- b) **Stronger mana whenua partnership framework** – expanded recognition of mana whenua values, narratives, and involvement, including greater emphasis on partnership.
- c) **Alignment with current planning frameworks** – the Draft Plan now references and aligns with updated statutory and policy documents that did not exist or were less developed in 2012.
- d) **Ecological restoration and biodiversity outcomes** – the Draft Plan shifts toward a more catchment-based ecological restoration framework, with greater emphasis on protecting indigenous remnants, restoring indigenous vegetation, riparian planting, pest control, habitat resilience, and improving ecological connectivity within the property and across adjoining Peninsula landscapes.
- e) **Greater recognition of catchment health, hydrology and slope stability** – the Draft Plan gives stronger attention to erosion risk, land instability, headwater protection, wetland and drainage systems, water quality, and the role of vegetation restoration in improving catchment function, particularly in steep and landslide-prone areas.
- f) **Recognition of dark sky and nocturnal landscape values** – the Draft Plan introduces recognition of the property’s natural darkness and night-time landscape character, including protection from unnecessary artificial lighting and the potential for low-impact activities such as stargazing.
- g) **Values-based recreation management** – the Draft Plan provides clearer direction for track development, access, user safety and wayfinding, while ensuring recreation activities, including walking, biking and horse riding, are managed in a way that protects ecological, heritage, farming, landscape and cultural values.
- h) **Improved visitor infrastructure direction** – the Draft Plan provides clearer guidance on the location, scale and design of visitor infrastructure, including entrances, gateway points, signage, interpretation, car parking and wayfinding, so that access and visitor safety are improved while protecting the property’s rural, open and highly visible landscape character.
- i) **Stronger landscape, cultural and heritage protection** – the Draft Plan more clearly aligns management with current planning overlays and heritage frameworks, including Outstanding Natural Landscape and Outstanding Natural Feature values, Wāhi Tūpuna, Areas of Significant Biodiversity Value, archaeological sites, historic farm structures, shelter plantings and the wider relict rural landscape.
- j) **Expanded community and volunteer role** – clearer acknowledgement of volunteer groups, community restoration initiatives, and partnerships in land management.
- k) **Future-focused management tools** – the Draft Plan provides greater flexibility for evolving initiatives, including staged restoration programmes, ecological trials,

catchment-scale planting, carbon accounting or sequestration tools, research partnerships, improved monitoring, adaptive visitor management, and future recreation links where consistent with property values and long-term protection.

- 23 Under the Act, the reserve management plan must be prepared by the administering body in draft form and give public notice stating that the Draft Plan is available for inspection at a place and at times specified in the notice.
- 24 The notice calls on persons and organisations interested to lodge with the administering body written objections to or suggestions on the draft Plan before a specified date, being not less than two (2) months after the date of publication of the notice.
- 25 The Act specifies that the notice must be published in a local newspaper and in such other newspapers, (if any) as the council decides.
- 26 As well as the public notice in a local newspaper, there will be a media release for wider media outlets. The project will be listed as a consultation project on the DCC website.
- 27 The Statement of Proposal will include a copy of the Draft Plan, the 2012 Plan and the public submission form as attachments.
- 28 The submission period will start on 10 September 2026 and will remain open until 10 November 2026.
- 29 Every person or organisation who submits on the Draft Plan who asks to be heard will have the opportunity to appear before Council's Hearings Committee.
- 30 The Hearings Committee will hear and consider submissions and then make a recommendation back to Council.

OPTIONS

Option One – Recommended Option

- 31 Council approves the Statement of Proposal, Draft Plan and Public Submission Form for the purposes of a public consultation process, using a process modelled on section 41(6) of the Reserves Act 1977.

Advantages

- Staff can begin the public consultation process, as described in section 41(6) of the Reserves Act 1977, allowing the public to provide submissions on the Draft Plan.

Disadvantages

There are minor costs associated with undertaking the public consultation process required by section 41(6) of the Reserves Act 1977, including staff time, public notification, communications, consultation materials, and administrative support for hearings. These costs can be met from existing operating budgets.

Option Two – Status Quo

- 32 Council does not approve the Statement of Proposal, the Draft Plan and Public Submission Form and does not initiate a public consultation process.

Advantages

- Associated costs for Council involved in the public consultation process are not required.

Disadvantages

- 33 The Hereweka Harbour Cone property would continue to be managed by the 2012 Plan until a revised Statement of Proposal, Draft Hereweka Harbour Cone Management Plan and Public Submission Form are approved for public consultation.

NEXT STEPS

- 34 If approved, staff will follow the public consultation process described in section 41(6) of the Reserves Act 1977.

Signatories

Author:	Stephen Hogg - Parks and Recreation Planner
Authoriser:	John Brenkley - Planning and Partnerships Manager Heath Ellis - Group Manager Parks and Recreation

Attachments

	Title	Page
⇒A	Draft Hereweka Harbour Cone Management Plan 2026 <i>(Under Separate Cover 1)</i>	
⇒B	Hereweka Harbour Cone Statement of Proposal and Submission Form <i>(Under Separate Cover 1)</i>	
⇒C	Memorandum of Understanding - Hereweka Harbour Cone Management Trust Board - 28 July 2015 <i>(Under Separate Cover 1)</i>	
⇒D	Hereweka / Harbour Cone Management Plan 2012 <i>(Under Separate Cover 1)</i>	

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	☐	☐
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 Draft Hereweka/Harbour Cone Management Plan contributes to the Parks and Recreation Strategy by providing a framework for recreation, public access and stewardship of a significant Council-owned property. It contributes to the Environment Strategy through biodiversity protection, ecological restoration, catchment management and landscape protection. The Draft Plan also contributes to social and cultural wellbeing through recognition of cultural values, heritage protection, volunteer participation and community engagement opportunities.

Māori Impact Statement

Policies within the Draft Plan have implications for Māori in the administration and development of Hereweka Harbour Cone. Mana whenua, through Aukaha have provided advice on the Draft Plan. DCC's Māori Partnerships team have provided guidance in aligning the Draft Plan with Te Taki Haruru, DCC's Māori Strategic Framework.

Sustainability

Sustainability and the Council's Zero Carbon Policy has been considered through the process of developing the Draft Plan.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no identified implications on the plans and strategies for preparing and engaging on reserve management plans.

Financial considerations

Community engagement on the draft and any revisions or amendments to it prior to it being adopted can be resourced from within the existing Parks and Recreation Services operating budget for the 2026/27 year.

Significance

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

SUMMARY OF CONSIDERATIONS

Engagement – external

Staff will follow the reserve management plan review process set out in the Reserves Act 1977, including the Act's requirements for public consultation.

Engagement - internal

The DCC Legal team has provided guidance on the Draft Plan and the review process within the Reserves Act 1977. Internal engagement has been undertaken with various departments as part of Stage 1 engagement.

Risks: Legal / Health and Safety etc.

Risks associated with this decision are considered low. There is a potential risk of public concern regarding proposed management approaches, governance arrangements, ecological restoration activities, public access and recreation management. These risks are mitigated through the public consultation process, the opportunity for submitters to be heard by the Hearings Committee, and Council retaining responsibility for adopting the final Management Plan.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Community Boards were invited to make submissions during Stage 1 of engagement.

NOTICE OF INTENT - CONSULTATION ON PROPOSED SPEED LIMIT CHANGES

Department: Transport

EXECUTIVE SUMMARY

- 1 This report informs the Council about upcoming public consultation on proposed speed limit changes for John Wilson Ocean Drive, Kettle Park Road, Dalziel Road, McMaster Road and Three Mile Hill Road in accordance with the Land Transport Rule - Setting of Speed Limits 2024 (the Rule).
- 2 The proposed changes are intended to better align posted speed limits with the function and characteristics of the roads, current operating speeds, and changes to the surrounding environment.
- 3 The proposed speed limit changes are:
 - a) John Wilson Ocean Drive and Kettle Park Road, from 50 km/h to 30 km/h.
 - b) Dalziel Road (between Brinsdon Road and Three Mile Hill Road), from 70 km/h to 60 km/h or 50 km/h.
 - c) McMaster Road, from a default rural speed limit of 100 km/h to 60 km/h.
 - d) A tortuous part of Three Mile Hill Road, from 80 km/h to 60 km/h.
- 4 The proposed speed limit changes seek to improve safety outcomes for all road users while reflecting the surrounding road environments and functions. For John Wilson Ocean Drive, Kettle Park Road and Dalziel Road, this includes recreational, beach access and developing residential environments. For McMaster Road, the proposal responds to community concerns regarding increasing traffic volumes, dust generation and road safety. For Three Mile Hill Road, the proposed speed reduction reflects the road's mountainous terrain and tortuous alignment, which present increased safety risks for road users.
- 5 Public consultation on the proposed speed limit changes will be undertaken in late 2026, in accordance with the Rule.

RECOMMENDATIONS

That the Council:

- a) **Notes** the Consultation on Proposed Speed Limit Changes Report.
- b) **Notes** that the Hearings Committee will consider submissions on the proposed speed limit changes and make recommendations to the Council under a covering report from staff.

BACKGROUND

- 6 The Rule establishes the process that Road Controlling Authorities (RCAs) must follow when setting speed limits.
- 7 Under the previous Setting of Speed Limits Rule 2022, Road Controlling Authorities (RCAs) were required to draft and consult on Speed Management Plans (SMPs). In 2023, the Dunedin City Council (DCC) consulted on a draft SMP which proposed lower speed limits on rural roads, in rural settlements and some areas within the city. The draft SMP included proposals to reduce speed limits on:
 - John Wilson Ocean Drive and Kettle Park Road, from 50 km/h to 30 km/h.
 - Dalziel Road, from 70 km/h to 60 km/h.
 - McMaster Road, from a default rural speed limit of 100 km/h to 60 km/h.
 - Three Mile Hill Road, from 80 km/h to 60 km/h.
- 8 During public consultation on the draft SMP, one submission suggested that a 70 km/h speed limit would be more appropriate than the proposed 60 km/h speed limit on McMaster Road, and two submissions advocated for retaining the existing 80 km/h speed limit on Three Mile Hill Road. No other submissions were received in relation to the speed limit changes that are the subject of this report.
- 9 Following the change in Government in November 2023, the speed setting framework was revised. When the Rule came into force in October 2024, the draft SMP consulted on in 2023 under the previous Rule could no longer be progressed.
- 10 Staff have reviewed the speed limit proposals previously identified through the draft SMP process, together with additional concerns raised by the community and the Council regarding McMaster Road. Staff consider that speed limit reductions on John Wilson Ocean Drive, Kettle Park Road, Dalziel Road, McMaster Road and Three Mile Hill Road have the strongest justification for progression under the current Rule.
- 11 These roads align with the classifications in Schedule 3 of the Rule that permit speed limit reductions and have characteristics that support further consideration of lower speed limits. These include recreational and beach access destinations, developing residential areas, community concerns regarding changing traffic patterns and tortuous alignment.
- 12 Staff intend to undertake public consultation on proposed speed limit reductions for John Wilson Ocean Drive, Kettle Park Road, Dalziel Road, McMaster Road and Three Mile Hill Road in accordance with the Rule. This will provide affected communities, road users, and stakeholders with an opportunity to provide feedback before any decisions are made.

DISCUSSION

John Wilson Ocean Drive and Kettle Park Road

- 13 Staff intend to consult on reducing the speed limit on John Wilson Ocean Drive and Kettle Park Road, from the Victoria Road roundabout to the John Wilson Ocean Drive bollards, from 50 km/h

to 30 km/h (see Map 1). The current speed limit beyond the bollards towards Lawyers Head is already 30 km/h.

- 14 John Wilson Ocean Drive and Kettle Park Road provide access to Marlow Park Destination Playground, sporting facilities, recreational areas, beach access points and the John Wilson Ocean Drive promenade. The area experiences high levels of pedestrian activity associated with organised sport, recreation and beach use, and this is expected to increase following the redevelopment of Marlow Park.
- 15 The function and characteristics of these roads align most closely with the "unconventional roads" classification in Schedule 3 of the Rule. This classification applies to roads within environments such as parking areas, beach access points, riverbeds and cultural or recreational reserves. Roads within this category may have speed limits set between 10 km/h and 30 km/h, reflecting their unique operating environments and high levels of pedestrian activity.
- 16 The proposed speed limit reduction is being considered for the following reasons:
 - The roads primarily provide access to recreational and community destinations, including Marlow Park, sports clubs and grounds, beach access points, and the John Wilson Ocean Drive promenade. They do not serve a through-traffic function, and pedestrians and cyclists travelling between these destinations must use the roadway due to the absence of a dedicated footpath or shared path.
 - The area is heavily used by pedestrians and cyclists, including families with young children, older people, dog walkers and people with disabilities.
 - Existing operating speeds are already low, with average recorded speeds ranging from approximately 16 km/h to 32 km/h. The proposed speed limit would better align the posted speed limit with the road environment and observed operating speeds.
 - John Wilson Ocean Drive connects the cycle skills area and pump track at Marlow Park to the shared path on Victoria Road.
 - John Wilson Ocean Drive is a wide roadway with angled parking and constrained sight lines.
 - Seven non-injury or minor crashes have been recorded in the area over the past five years.

- Council has received reports of unsafe driving behaviour and antisocial vehicle activity in the area.

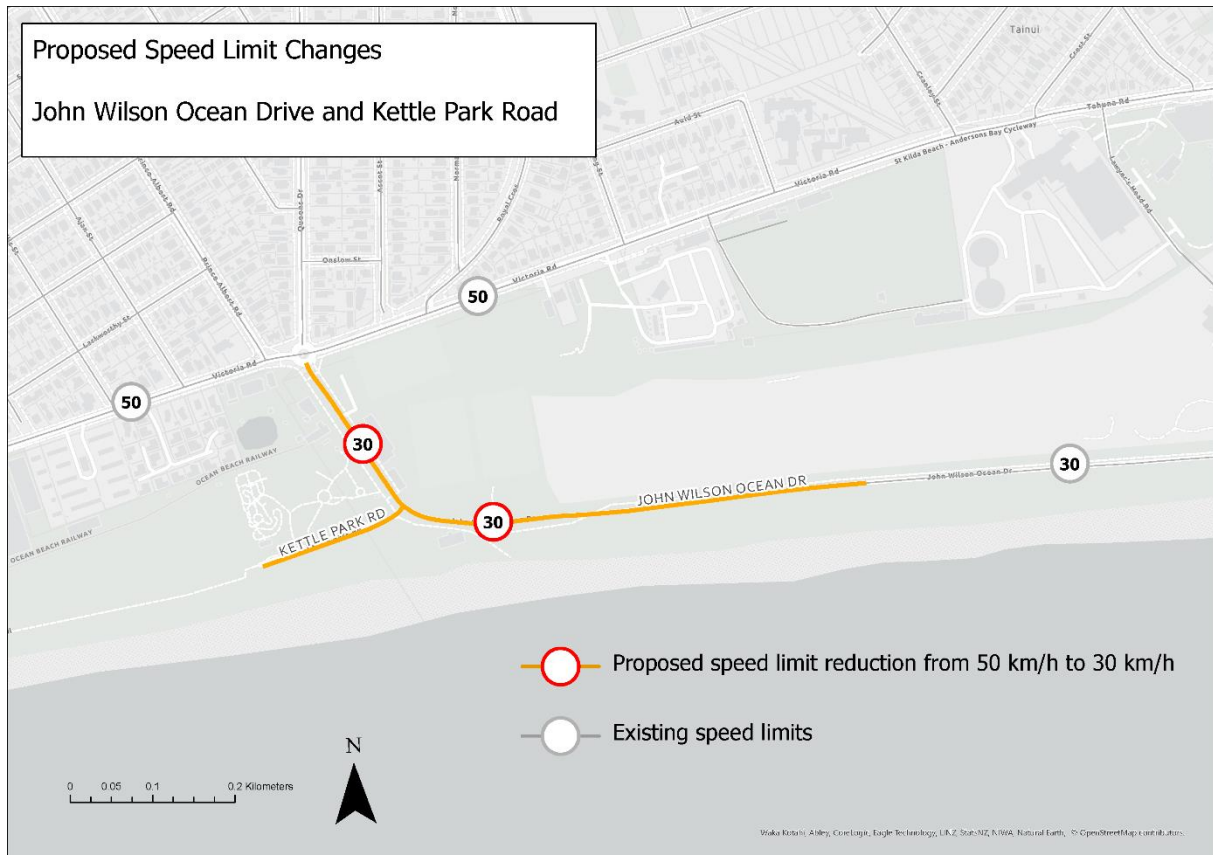


Figure 1 - Map 1

17 The proposed speed reduction is expected to:

- Improve safety for pedestrians, cyclists and other vulnerable road users.
- Better support the recreational function of the area by creating a more welcoming and people-focused environment.
- Better align the posted speed limit with observed operating speeds.
- Reduce the likelihood and severity of crashes should they occur.

Dalziel Road

- 18 Staff intend to undertake public consultation on two potential speed limit reductions on Dalziel Road, between Brinsdon Road and Three Mile Hill Road. The options are a reduction from 70 km/h to 60 km/h, or a reduction from 70 km/h to 50 km/h (see Map 2).
- 19 This section of Dalziel Road forms part of the connection between Brockville and the wider transport network and is located on the urban fringe, where the surrounding environment transitions from urban residential development to more open and rural land uses.

- 20 Based on its function and characteristics, Dalziel Road aligns most closely with the "urban connector" classification in Schedule 3 of the Rule. This classification applies to roads that provide for the movement of people and goods between different parts of an urban area, generally with lower levels of interaction between adjacent land uses and the road corridor. Speed limits within this category may be set between 50 km/h and 80 km/h.
- 21 The proposed speed limit reduction is being considered for the following reasons:
- The surrounding area is experiencing residential development, increasing vehicle movements and traffic volumes on Dalziel Road. This section of road currently carries approximately 1,367 vehicle movements per day.
 - The number of conflict points on the corridor has increased. Reports have been received of near misses involving vehicles turning into or out of the new subdivision at Macleod Avenue.
 - A condition of the Macleod Avenue subdivision resource consent required a second vehicle access to be provided via Taieri Road. The connection was intended to act as the primary access to the subdivision, limiting the increase in vehicle movements that would otherwise have occurred on Dalziel Road as the area developed.
 - The Taieri Road connection has not yet been completed. As a result, residents currently rely on Dalziel Road to access Taieri Road, nearby bus stops and other local destinations. This has increased pedestrian and cyclist activity along a section of road that has no footpath and limited shoulder width. The issue is compounded by pedestrian access to Frasers Gully walking track, which is accessed directly from Dalziel Road.
 - The current average operating speed is approximately 62 km/h, which is already below the existing posted speed limit of 70 km/h.
 - A reduced speed limit would better reflect the undulating nature of Dalziel Road, where changes in vertical alignment can restrict visibility and increase the safety risks associated with higher vehicle speeds and increasing pedestrian activity.
 - Two temporary speed humps have recently been installed by the developer on either side of the Macleod Avenue intersection due to delays in completing the Taieri Road connection. These have recommended crossing speeds of 25 km/h. In addition, the nearby curve has an advisory speed of 45 km/h, indicating that lower vehicle speeds are already considered appropriate for sections of the road.
- 22 The proposed speed reduction is expected to:
- Improve consistency between the road environment and the posted speed limit, aligning this section of Dalziel Road with the 50 km/h speed limit that applies within Brockville and along Dalziel Road between Brockville and Brinsdon Road, and the 50 km/h speed limit on Dalziel Road as it approaches Taieri Road.
 - Better align the speed limit with the increasingly residential nature and function of the surrounding area.
 - Reduce the likelihood and severity of crashes.

- Improve safety conditions for vulnerable road users such as pedestrians, cyclists and others using active modes of transport along Dalziel Road.

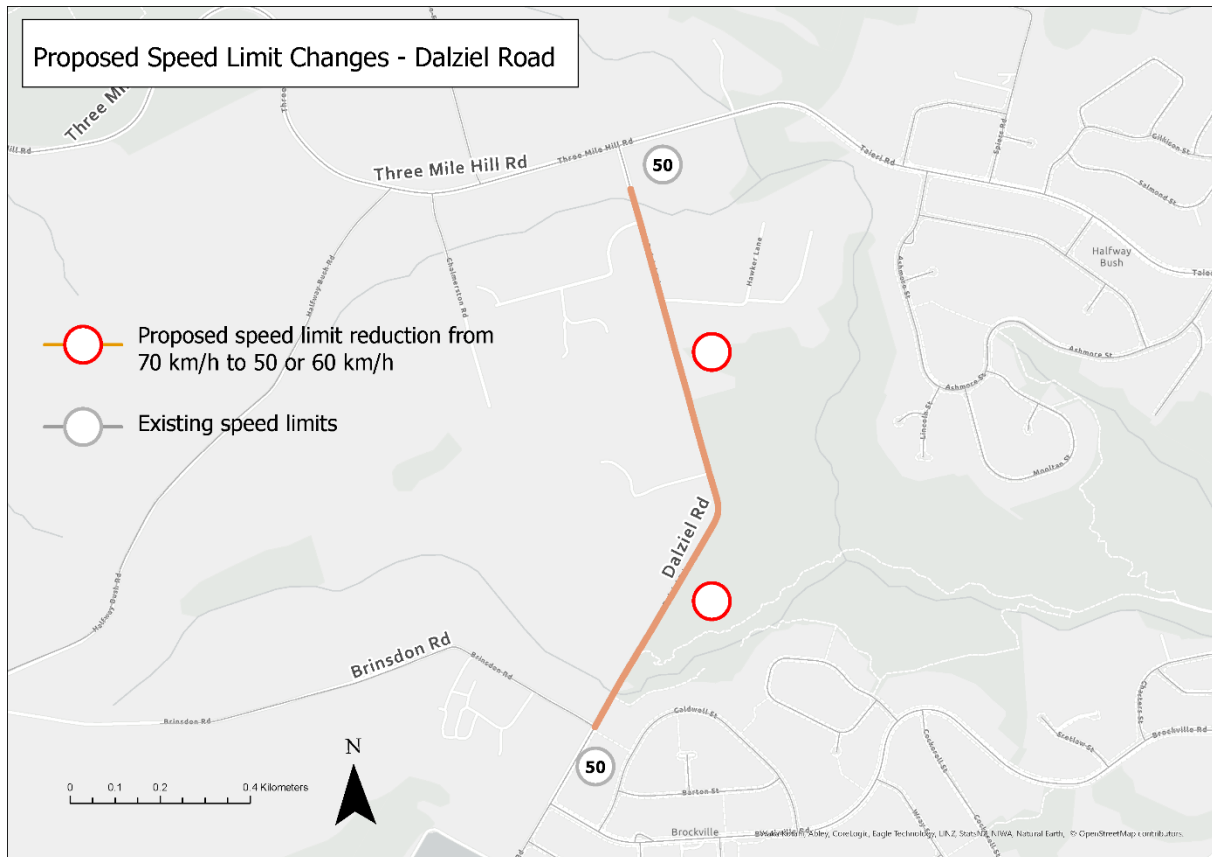


Figure 2 - Map 2

McMaster Road

- 23 Staff intend to undertake public consultation on a proposal to reduce the speed limit on McMaster Road from the default rural speed limit of 100 km/h to 60 km/h (see Map 3).
- 24 Community members have raised concerns about the increasing use of McMaster Road as a through route between Brighton/Waldronville and Mosgiel. Concerns relate to traffic growth, road safety, dust generation from the unsealed road surface and the suitability of the road for increased levels of through traffic.
- 25 On 27 May 2026, the Council resolved to investigate a speed limit reduction on McMaster Road, including a full assessment and public consultation in accordance with the Rule, and report back to a Hearings Committee in 2027.

Moved (Cr John Chambers/Cr Marie Laufiso):

That the Council:

- a) **Investigates** a speed reduction on McMaster Road, including a full assessment and public consultation in accordance with the Land Transport Rule: Setting of Speed Limits, and report back to a Hearings Committee in 2027.

Division

The Council voted by division

For: Crs John Chambers, Jo Galer, Christine Garey, Doug Hall, Marie Laufiso, Cherry Lucas, Mandy Mayhem, Benedict Ong, Andrew Simms, Mickey Treadwell and Mayor Sophie Barker (11).
Against: Crs Russell Lund, Lee Vandervis and Brent Weatherall (3).
Abstained: Nil

The division was declared CARRIED by 11 votes to 3

Motion carried (CNL/2026/110)

- 26 McMaster Road is currently subject to the default rural speed limit of 100 km/h. Based on its characteristics as an unsealed road in a rural environment with a low level of roadside development, McMaster Road aligns most closely with the “unpaved rural road” classification under Schedule 3 of the Rule. The Rule specifies a speed limit range of 60 km/h to 80 km/h for roads within this category.
- 27 Traffic volumes on McMaster Road are low. Traffic monitoring conducted by Transport staff from February 2026 found 748 vehicle movements over 4 days, an average of 187 vehicle movements per day. This aligns with the Annual Average Daily Traffic (AADT) of 125 vehicles per day, as estimated by [MegaMaps](#), the New Zealand Transport Agency’s (NZTA) online geospatial tool for traffic data sets.
- 28 The recorded average operating speed is 47 km/h, significantly below the current 100 km/h speed limit.
- 29 Crash history on the road is limited, with one non-injury crash recorded between 2020 and 2025.
- 30 While the available data indicates that operating speeds are already well below the current speed limit, consultation will provide an opportunity for the community and road users to express their views on whether a lower posted speed limit would better reflect the function of the road and address concerns regarding increasing traffic volumes, dust generation and associated safety risks.
- 31 The proposed speed reduction is expected to:
 - Improve consistency between the road environment and the posted speed limit.
 - Align the speed limit more closely with the speed limit range specified for unpaved rural roads under Schedule 3 of the Rule.

- Respond to community concerns regarding the increasing use of McMaster Road as a through route between Brighton/Waldronville and Mosgiel.
- Support a reduction in dust generation and improve the amenity of the surrounding area.
- Better reflect the speed at which vehicles currently travel on the road.

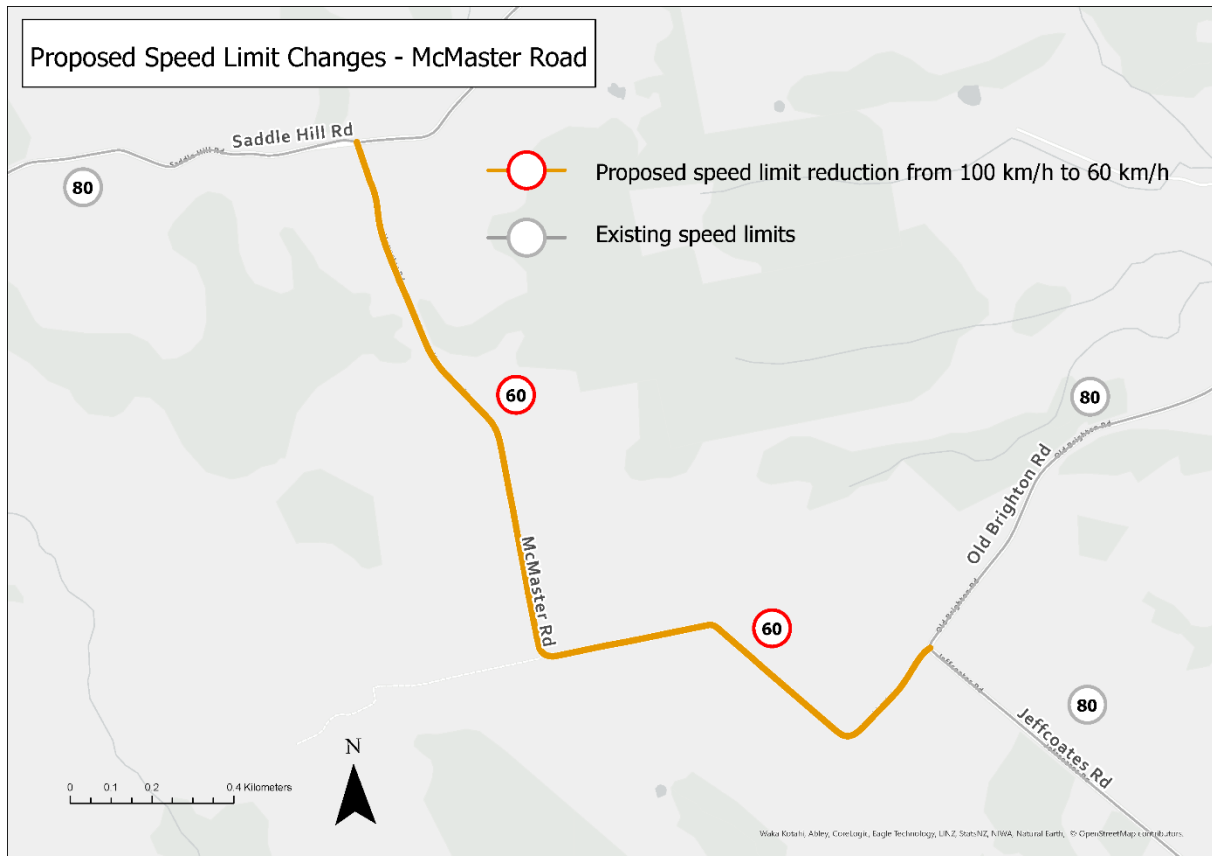


Figure 2 - Map 3

Three Mile Hill Road

- 32 Three Mile Hill Road is currently subject to an 80 km/h speed limit and provides an important connection between Dunedin and Mosgiel. Traffic volumes on the route have increased significantly over time, with AADT increasing from approximately 3,700 vehicles per day in 2011 to more than 5,600 vehicles per day in 2026.
- 33 Three Mile Hill Road traverses steep, mountainous terrain and contains numerous curves and changes in alignment. Staff assessment has identified a section of the road meets the Rule's definition of tortuous alignment. Under Schedule 3 of the Rule, roads with a tortuous alignment may have speed limits set within a range of 60 km/h to 80 km/h.
- 34 Three Mile Hill Road has a significant crash history, with 72 crashes recorded between 2020 and 2025. Of these, 52 occurred on the section identified by staff as having a tortuous alignment.
- 35 NZTA's road safety risk mapping identifies Three Mile Hill Road as one of the highest-risk local road corridors in Dunedin and rates it as High Risk for both collective and personal risk. Collective risk estimates the expected number of deaths and serious injuries on a road by considering both

the safety performance of the road and the volume of traffic using it, while personal risk reflects the likelihood of an individual road user being killed or seriously injured.

- 36 This section of Three Mile Hill Road serves a range of recreational and industrial land uses. Vehicles frequently slow and turn to access the lookout, South Road car park and other parking areas used by mountain bikers and pedestrians, while nearby sawmill and forestry operations generate regular heavy vehicle movements. These activities contribute to a more complex road environment and increase interactions between different road users.
- 37 Public consultation will be undertaken on a proposal to reduce the speed limit on the section of Three Mile Hill Road that meets the Rule's definition of a tortuous road from 80 km/h to 60 km/h (see Map 4).
- 38 Consultation will provide an opportunity for road users, residents, freight operators, and the wider community to provide feedback on the proposed speed limit reduction and whether it appropriately reflects the road's function, alignment, traffic volumes, and safety risk.
- 39 The proposed speed reduction is expected to:
- Improve consistency between the road environment and the posted speed limit on a section of Three Mile Hill Road, ensuring the speed limit better reflects the mountainous terrain, tortuous alignment and operating characteristics of the road.
 - Reduce the likelihood and severity of crashes on a section of road with a significant crash history and elevated safety risk.
 - Improve safety outcomes for all road users, including motorists, motorcyclists, cyclists and other vulnerable road users.
 - Better reflect the high-risk classification of Three Mile Hill Road and the increasing traffic volumes using the route.
 - Support a safer and more forgiving road environment by encouraging speeds that are better matched to the road's geometry and function.

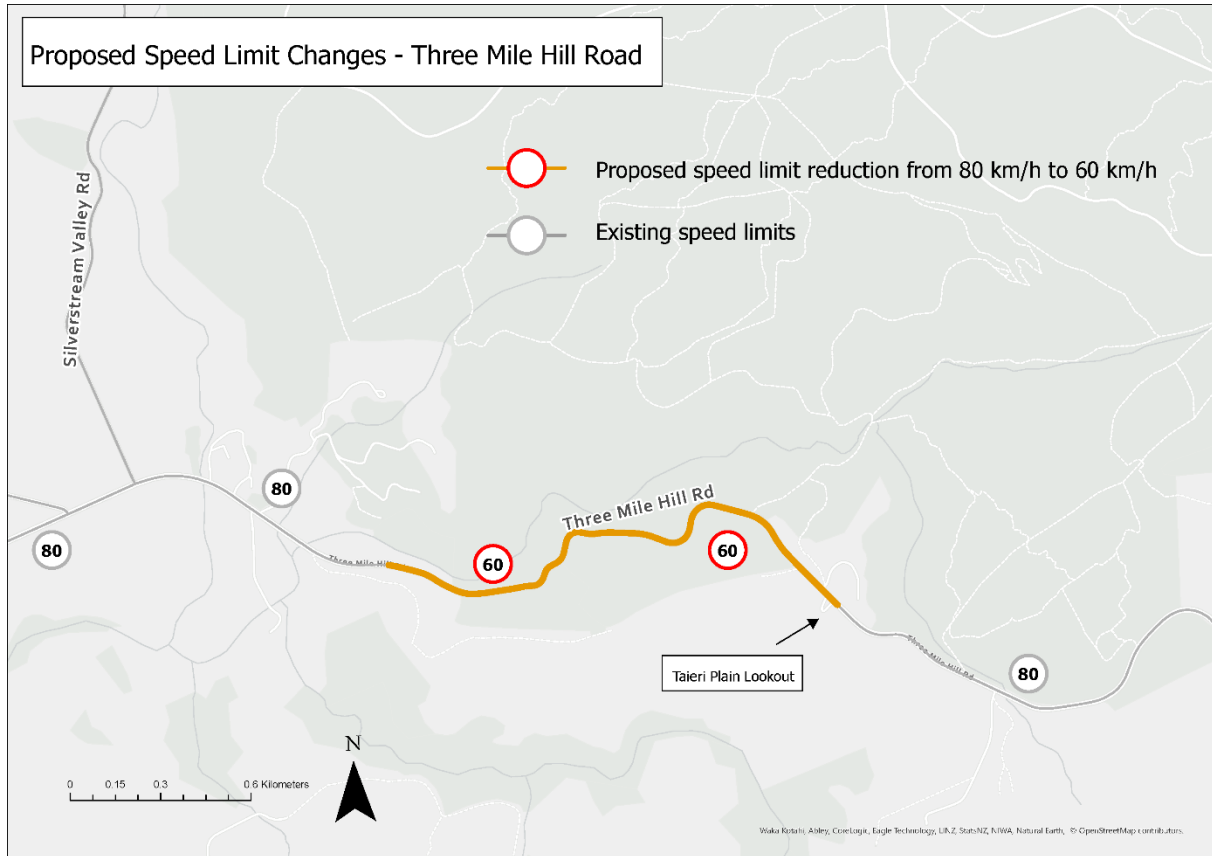


Figure 4 - Map 4

Consultation

- 40 While consultation on the draft 2023 SMP included some of the proposed speed limit changes and received relevant submissions, the Rule now requires a formal public consultation period of at least six weeks for proposed speed limit changes. The draft SMP consultation period was only three weeks.
- 41 In addition to requiring a minimum six week consultation period, the Rule requires a Cost Benefit Disclosure Statement (CBDS) to be published alongside the consultation material. A CBDS typically includes information such as traffic volumes, operating speeds, crash history over the previous five years, estimated travel time impacts and estimated safety impacts.
- 42 NZTA provides an optional Cost Impact Analysis Tool to assist RCAs in preparing a CBDS. The tool is publicly available on NZTA's website under the Guidance for RCAs resources. Supporting data used to develop a CBDS is typically sourced from NZTA systems, including [MegaMaps](#) and the [Crash Analysis System](#) (CAS).
- 43 Consultation on the proposed speed limit changes for John Wilson Ocean Drive, Kettle Park Road, Dalziel Road, McMaster Road and Three Mile Hill Road is expected to commence in late 2026, with a Hearings Committee recommendation and Council decision anticipated in early 2027.
- 44 Although consultation will be undertaken concurrently for all proposed speed limit changes, each proposal will be assessed independently. Any decision on a proposed speed limit change will be based on the characteristics of the individual road, relevant technical information and consultation feedback specific to that proposal.

OPTIONS

- 45 There are no options presented in this report.

NEXT STEPS

- 46 Staff will prepare consultation materials for the proposed speed limit changes in accordance with the Rule.
- 47 Consultation materials will include information on the role, function and use of the roads, the reasons for the proposed speed limit changes, and the associated CBDS.
- 48 Public consultation will be undertaken for a minimum period of six weeks.
- 49 Following consultation, staff will prepare a summary of submissions and recommendations for consideration by a Hearings Committee and Council.
- 50 Subject to Council approval, the final proposal will be submitted to the Director of Land Transport for consideration in accordance with the Rule.

Signatories

Author:	Janet Young - Transport Analyst
Authoriser:	Simon Smith - Asset and Funding Manager Scott MacLean - General Manager, City Services

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	☐	☐
Economic Development Strategy	☐	☐	✓
Environment Strategy	✓	☐	☐
Arts and Culture Strategy	☐	☐	✓
3 Waters Strategy	☐	☐	✓
Future Development Strategy	✓	☐	☐
Integrated Transport Strategy	✓	☐	☐
Parks and Recreation Strategy	✓	☐	☐
Zero Carbon Plan	✓	☐	☐

The proposed speed limit changes support the Council's strategic framework by improving safety outcomes, maintaining efficient transport connections, and protecting the natural environment.

Māori Impact Statement

During the consultation process, staff will engage with Mana Whenua regarding the proposed speed limit changes to ensure there is an opportunity for feedback, and that consultation follows the guidelines set out in the Rule.

Sustainability

A reduction in mean operating speeds could result in a reduction of vehicle carbon emissions.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no known implications.

Financial considerations

Implementation costs associated with the proposed speed limit changes are expected to be low and can be met from existing Transport budgets.

Significance

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

SUMMARY OF CONSIDERATIONS

Engagement – external

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

Engagement - internal

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

Risks: Legal / Health and Safety etc.

There are no significant legal, financial or operational risks associated with this report. Public consultation on the proposed speed limit changes will be undertaken in accordance with the Rule to mitigate any procedural risk. Any changes resulting from the consultation process will be reported back to Council for consideration.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Staff will communicate with the Saddle Hill Community Board regarding McMaster Road and with the Mosgiel Taieri Community Board regarding Three Mile Hill Road.

ŌTEPOTI PATHWAYS - DRAFT DUNEDIN'S WALKING, WHEELING AND CYCLING STRATEGY 2026 - 2057 - UPCOMING PUBLIC CONSULTATION

Department: Transport

EXECUTIVE SUMMARY

- 1 This report presents the draft Ōtepoti Pathways Strategy and seeks Council approval to release it for public consultation from 14 September to 16 October 2026.
- 2 The Ōtepoti Pathways Strategy sets out Dunedin's 30-year vision for walking, cycling and wheeling. It identifies strategic goals, investment priorities, and future connections within the city and to regional tracks and trails. Council adoption of the strategy is required to support future funding applications and co-funding opportunities.
- 3 The Ōtepoti Pathways Strategy has been in development for the past four years and Councillors have been engaged through Council workshops and papers.
- 4 Funding for Ōtepoti Pathways projects is currently allocated in the 9 year plan and will be further considered as part of the upcoming Long Term Plan process.
- 5 Following public consultation, the strategy will be finalised and presented to Council for adoption.

RECOMMENDATIONS

That the Council:

- a) **Notes** the draft Ōtepoti Pathways Strategy (Attachment 1)
- b) **Approves** the draft Ōtepoti Pathways Strategy to be released for public consultation.

BACKGROUND

- 6 The Ōtepoti Pathways Strategy has been developed over the past four years. Initially, an NZ Transport Agency Waka Kotahi (NZTA) Programme Business Case was drafted to attract NZTA co-funding. After the change in Government in 2023, NZTA no longer requires Programme Business Cases. It now requires councils to have an endorsed strategic direction, which is why this draft strategy was developed.
- 7 Council workshops were held in August 2023 and May 2026 to report on progress and provide feedback into the development of this work. A report was presented to Council on 30 July 2025 and Council resolved the following:

Moved (Cr Jim O'Malley/Cr Mandy Mayhem):

That the Council:

- a) **Approves** the draft vision and goals of Ōtepoti Dunedin Pathways: A walking and cycling plan set out in Attachment A.
- b) **Approves** the draft strategic walking and cycling networks, and priority areas shown in Attachment B.
- c) **Notes** that staff were currently developing an engagement document and would come back to Council in early 2026 to seek approval for public engagement.
- d) **Notes** that funding for planning and delivery of projects identified in Ōtepoti Dunedin Pathways was included in the 9 year-plan from 2027/28.
- e) **Notes** that New Zealand Transport Agency co- funding for prioritised projects included in Ōtepoti Dunedin Pathways will be sought through the 2027-31 Regional Land Transport Plan and National Land Transport programme.

Division

The Council voted by division

For: Crs Sophie Barker, David Benson-Pope, Christine Garey, Kevin Gilbert, Carmen Houlahan, Marie Laufiso, Mandy Mayhem, Jim O'Malley and Andrew Whiley (9).

Against: Crs Cherry Lucas, Lee Vandervis, Brent Weatherall and Mayor Jules Radich (4).

Abstained: Nil

The division was declared CARRIED by 9 votes to 4

Motion carried (CNL/2025/216)

DISCUSSION

About the Strategy

- 8 Ōtepoti Pathways is a 30-year strategy for walking, cycling and wheeling in Dunedin. It sets out a long-term approach to make it safer and easier for people to move around the city, while improving community outcomes and helping Dunedin to grow and be resilient. This strategy supports improving transport options in Dunedin while acknowledging that many people will want or need to drive.
- 9 Council adoption of the strategy will provide direction for investment in walking, cycling and wheeling across Dunedin that endures across short term funding cycles. It will support funding decisions and improve coordination across Council teams and with partners, including developers and community trusts.
- 10 A Council-adopted walking, cycling and wheeling strategy, together with committed local funding, is required to be considered for NZTA co-funding. Where appropriate, projects will be

put forward through the Otago-Southland Regional Land Transport Plan to seek NZTA co-funding under the 2027-2030 National Land Transport Programme (NLTP).

- 11 The strategy does not allocate funding for specific projects. Funding decisions will be made through the Dunedin City Council Long Term Plan process. An Ōtepoti Pathways Implementation Plan will then be developed based on allocated funding.
- 12 The strategy applies to Dunedin as a whole, with the Dunedin City Council (DCC) being just one of several stakeholders working towards improved outcomes for walking, cycling and wheeling. As a result, projects may be delivered by a range of organisations, including NZTA, developers, the University and community groups such as the Dunedin Tracks and Trails Trust. These organisations operate under different decision-making processes and funding arrangements.
- 13 An adopted strategy means that Council would be well positioned for responding to external funding opportunities.
- 14 The Council can contribute to improving walking, cycling and wheeling in Dunedin by implementing infrastructure improvements, regulatory changes and promotional/educational activities. Examples could include better crossing points, shared streets, shared paths, cycle lanes, safe and appropriate speed limits, cycle skills training or wayfinding.
- 15 Where supported by Council, changes can be trialled before committing to permanent infrastructure, and lower-cost materials or temporary solutions can be used where appropriate. DCC staff will engage with the public and key stakeholders on specific projects and proposed changes once funding is confirmed.
- 16 The strategy has been developed and informed by community feedback gathered through Council Long Term Plan consultations, project engagements, and targeted stakeholder discussions, Councillor feedback through workshops and collaboration with Enterprise Dunedin. Its development has also been guided by a range of national and local strategies and plans, including Arataki (NZTA's 30 Year Plan), the Future Development Strategy, the South Dunedin Future programme, the Zero Carbon Plan, Dunedin Integrated Transport Strategy, and Te Taki Haruru. In addition, the strategy supports the objectives of the Dunedin Tracks and Trails Strategic Plan and the Dunedin Parks and Recreation Strategy.
- 17 A monitoring framework will be developed to track progress towards the strategy's vision and goals. The strategy and implementation plan will be reviewed every three years to align with the Long Term Plan and Regional Land Transport Plan review cycles.

Strategy summary

- 18 The 30-year vision is 'In Ōtepoti Dunedin, it is safe and easy for people of all ages and abilities to walk, cycle or wheel for everyday travel'.
- 19 The goals of the strategy are:
 - **Safety and accessibility**
All people in Dunedin can travel safely and independently to where they need to go in their everyday life.
 - **Choice and wellbeing**
Our active transport system is safe, well-connected and attractive, giving people a genuine choice to travel in ways that support their wellbeing and the environment.

- **Economic prosperity and tourism**
Our city has strong active transport connections to tracks, trails and key destinations, which will strengthen tourism and support local businesses and our economy.
- **Traffic reliability and resilience**
Our transport system continues to support reliable traffic flow while our city grows and is resilient to local and global disruptions.

20 This strategy identifies five priority areas for investment:

- The Central City
- The Hill Suburbs (Kaikorai, Māori Hill, Roslyn, Helensburgh, Wakari, Halfway Bush, Brockville)
- South Dunedin and Caversham
- Mosgiel
- Andersons Bay and Musselburgh

21 These areas have been prioritised because of their high numbers of homes, schools and workplaces. Focusing investment in these locations is expected to deliver the greatest return on investment with maximum benefits for our communities, and the greatest chance to attract co-funding from NZTA through the NLTP. Improvements can still be delivered outside of priority areas.

22 Future connections across the Dunedin region and city are shown on maps. These connections link key locations that could be improved for walking, cycling and wheeling over the next 30 years. More detail is provided on the maps for the five priority areas. These will be updated regularly to include current existing and feasible walking and cycling routes.

23 The strategy includes a proposed Investment Hierarchy to help guide and prioritise Council investment. This hierarchy was developed based on Councillor feedback at the May 2026 Council workshop. Priority should be given to projects that:

- i) Close gaps and connect existing routes within identified priority areas.
- ii) Align with other investment and development opportunities.
- iii) Connect schools and education facilities.
- iv) Support improvements in other areas.

Public consultation

24 Public consultation on the draft strategy is planned for 14 September to 16 October 2026.

25 The purpose of consultation is to seek feedback from the community and stakeholders on the draft strategy before it is presented to Council for final adoption. The consultation process will help staff to understand:

- Whether the draft strategy reflects community aspirations for walking, wheeling and cycling.
- Whether important opportunities, barriers or perspectives have been overlooked.
- Whether the proposed future network and strategic direction are appropriate.
- What changes, if any, should be made before final adoption.

26 Consultation will include the following activities:

- An information pack distributed by email to partners and internal and external stakeholders.
- A project webpage with a summary of the strategy, the draft strategy document and link to the consultation survey.
- Signs along walking and cycling paths and at playgrounds in the five priority areas.
- Copies of the strategy summary and survey forms available at Council Customer Services and all Dunedin libraries.
- A Library book display at all Dunedin Libraries.
- Public advertising through the Otago Daily Times, The Star and the DCC Facebook account.
- A Media release.
- An article in FYI, the Dunedin City Council's printed community newsletter.
- ODT Noticeboards.
- Community newsletters (depending on deadlines).
- Stakeholder meetings before and during consultation.
- A cycling group hui that encourages collaboration across different cycling infrastructure and service providers.

27 Following consultation, the strategy will be updated where appropriate to reflect community and stakeholder feedback. The final strategy will be presented to Council for adoption later this year.

OPTIONS

Option One – approves consultation on the draft Ōtepoti Pathways Strategy (Recommended)

28 This option is to approve public consultation on the draft Ōtepoti Pathways Strategy as proposed.

Advantages

- Enables the public to provide feedback on the draft strategy and help shape the final document.

- Is a required next step towards a Council adopted walking, cycling and wheeling strategy for Dunedin. A Council adopted strategy will support applications for NZTA co-funding, help guide investment decisions for projects, improve coordination with our partners and achieving value for money outcomes for Dunedin.
- Will inform long term and annual planning processes.

Disadvantages

- Staff time will be required to manage the submission process

Option Two – does not approve consultation on the draft Ōtepoti Pathways Strategy

29 This option is to not approve public consultation on the draft Ōtepoti Pathways Strategy at this time.

Advantages

- No staff time will be required to manage the submission process.

Disadvantages

- The public would not have an opportunity to provide feedback on the draft strategy.
- Progress towards a Council adopted walking, cycling and wheeling strategy for Dunedin would be delayed. This would remove opportunities to attract NZTA co-funding for projects included in the Long Term Plan. There would be less strategic guidance for investment decision making and less coordination with partners.
- Long term or annual planning investment decisions will not be informed by an overarching strategy.

NEXT STEPS

- 30 Public consultation on the draft Ōtepoti Pathways Strategy will take place from 14 September to 16 October 2026.
- 31 Following consultation, the draft strategy will be updated where appropriate to reflect feedback received. The final strategy will be presented to Council for adoption late 2026.
- 32 Staff will submit walking and cycling projects identified in the Council 9 year plan for inclusion in the Otago Southland Regional Land Transport Plan. This is the mechanism for seeking NZTA co-funding through the NLTP 2027-2030.
- 33 Decisions on funding for walking, cycling and wheeling projects will be made by Council through the Long Term Plan process. These funding decisions are separate from the adoption of the strategy.

Signatories

Author:	Simone Handwerk - Transport Planning Team Leader
Authoriser:	Simon Smith - Asset and Funding Manager Scott MacLean - General Manager, City Services

Attachments

	Title	Page
Download	Draft Ōtepoti Pathways Strategy	220

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

This strategy aligns with and supports other DCC strategies and plans, including the Future Development Strategy, South Dunedin Future programme, Zero Carbon Plan, Dunedin Integrated Transport Strategy, and Te Taki Haruru. It also supports the Dunedin Tracks and Trails Strategic Plan and the Dunedin Parks and Recreation Strategy.

Māori Impact Statement

Te Taki Haruru is Dunedin City Council's Māori Strategic Framework. It guides the relationship between Council, mana whenua, the wider Māori community, and sets aspirations for the future of Dunedin.

Ōtepoti Pathways supports these aspirations by helping people move safely and independently around the city, connect with places and communities, and experience the natural and cultural landscapes of Ōtepoti. The strategy also recognises the importance of working in partnership with mana whenua as future walking, wheeling and cycling connections are planned and delivered.

The relationship between Ōtepoti Pathways and Te Taki Haruru can be seen across the four pou (pillars) of the framework.

Sustainability

The strategy is expected to have positive long-term sustainability outcomes as more people walking and cycling contributes to economic, social and environmental well-being.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no LTP budget implications as a result of the strategy. Budgets for projects need to be set through the upcoming Long Term Plan but this is a separate process.

There are no implications for current levels of service and performance measures as a result of the strategy.

SUMMARY OF CONSIDERATIONS

Financial considerations

There are no financial considerations. Budgets for projects need to be set through the upcoming Long Term Plan but this is a separate process.

Significance

The significance of the Ōtepoti Pathways Strategy to Dunedin is considered to be medium. This is based on the importance to Dunedin; community interest; consistency with existing policy and strategy; and impact on Council's finances, capacity and capability (using section 2.2 of the Council's Significance and Engagement Policy).

Engagement – external

External engagement on the draft strategy has been undertaken with the following stakeholders:

- Otago Regional Council
- NZTA
- University of Otago
- Otago University Student Association
- Otago Polytechnic
- Otago Polytechnic Student Association
- Public Health South
- Southern District Health Board
- Spokes
- Hospital Bike User Group
- CCS disability action (national disability advocacy and support organisation)
- Disabled Person Assembly
- Age Concern Otago
- Living Well
- Otago Automobile Association (AA Otago)
- Grey Power Otago
- Bus Go Dunedin
- Dunedin Tracks and Trails Trust
- Pedals Couriers
- Urban Nerds

Engagement - internal

Internal engagement has been undertaken with the following departments:

- Mana Ruruku
- Parks & Recreation
- Climate Adaptation & Resilience
- City Growth and Advisory Services
- City Development
- Zero Carbon

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There are no conflicts of interest

SUMMARY OF CONSIDERATIONS***Community Boards***

There are implications for all community boards as the Ōtepoti Pathways strategy outlines priority areas for infrastructure investment including future connections between suburbs and feasible routes for Mosgiel. Community boards are included on the stakeholder list and will receive an information pack at the start of the consultation period.

Ōtepoti Pathways

DRAFT

Dunedin's Walking, Wheeling and Cycling Strategy 2026 - 2057

September 2026



DRAFT

Ōtepoti Pathways

DRAFT Dunedin's Walking, Wheeling and Cycling Strategy 2026 - 2057

DRAFT

Table of contents

Table of contents	2
Mayor's message	3
Executive summary	4
What is Ōtepoti Pathways?	4
Vision	4
Goals	4
Introduction	6
Why do we need a strategy?	6
How was this strategy developed?	6
How does this strategy link to other strategies and plans?	7
How does this strategy support Te Taki Haruru?	7
How does this strategy strengthen tourism and communities?	8
The strategy	10
Where are we now?	10
What we have heard from our community	12
Challenges and opportunities	12
Our 30-year vision and goals	14
Community outcomes	15
Objectives	16
Monitoring and review	18
What will our network look like?	18
How will this be delivered?	24
Prioritising investments	24
Funding and budget considerations	25
Community engagement	25
Education and promotion	26
Big infrastructure projects and quick wins	26
Implementation plan	26
Future connections	27
Priority areas	29
Next steps	32
References	33

DRAFT

Mayor's message

DRAFT

Executive summary

What is Ōtepoti Pathways?

Ōtepoti Pathways is a 30-year strategy for walking, cycling and wheeling* in Ōtepoti Dunedin. It sets out how we can make it safer and easier for people to move around the city. This will achieve a range of community outcomes and helps our city grow and be resilient. This strategy provides clear direction for our future, defining what we want to achieve and why. This will improve coordination across teams and partners so we can work together effectively towards a shared vision.

Vision

In Ōtepoti Dunedin, it is safe and easy for people of all ages and abilities to walk, cycle or wheel for everyday travel.

Goals

- **Safety and accessibility**
All people in Dunedin can travel safely and independently to where they need to go in their everyday life and when visiting destinations across the city.
- **Choice and wellbeing**
Our active transport system is safe, well-connected, attractive and easy to navigate, giving people a genuine choice to travel in ways that support their wellbeing and the environment.
- **Economic prosperity and tourism**
Our city has strong active transport connections to tracks, trails and key destinations, which will strengthen tourism and support local businesses and our economy.
- **Traffic reliability and resilience**
Our transport system continues to support reliable traffic flow while our city grows and is resilient to local and global disruptions.

This strategy sets out how gaps in the existing walking and cycling network will be closed, how new connections will be built, and how the city will be better connected to tracks and trails in the wider Otago region and beyond. It identifies five priority areas for investment:

- The Central City
- The Hill Suburbs (Kaikorai, Māori Hill, Roslyn, Helensburgh, Wakari, Halfway Bush, Brockville)
- South Dunedin and Caversham
- Mosgiel
- Andersons Bay and Musselburgh

These areas have been prioritised because of their high numbers of homes, schools and workplaces. They also enable travel to and from key local and regional visitor destinations, supporting economic development through tourism growth. This will get us the greatest return on investment and the

* Wheeling includes people who use wheelchairs, mobility scooters, scooters, skateboards or other wheeled mobility aids.

DRAFT

greatest chance to attract co-funding from New Zealand Transport Agency Waka Kotahi (NZTA) and other Central Government Funds.

Future connections across the Dunedin region and city are shown on maps, with more detail provided within the five priority areas. These connections link key locations that could be improved for walking, cycling and wheeling over the next 30 years.

An Investment Hierarchy is included to provide guidance for prioritising Council investment in walking, wheeling and cycling projects and improvements:

1. Close gaps and connect existing routes within identified priority areas
2. Align with other investment and development opportunities
3. Connect schools and education facilities
4. Support improvements in other areas

Funding for projects delivered by the Dunedin City Council (DCC) is allocated through the DCC Long Term Plan, which is reviewed every three years. NZTA co-funding will be sought through the Otago-Southland Regional Land Transport Plan process where appropriate.

Every 3 years, we will develop an Implementation Plan that sets out what we will deliver for the next 10 years and we will develop a monitoring framework to track progress and measure success.

This strategy will be reviewed every three years.

The DCC will engage and consult with the public on individual projects once funding is secured and planning is underway.

Other projects may be delivered by NZTA, developers or community groups such as tracks and trails trusts. These follow different processes and have different funding sources.

This strategy supports other DCC strategies and plans, including the Future Development Strategy, Ōtepoti Dunedin Destination Management Plan, South Dunedin Future programme, Zero Carbon Plan, Dunedin Integrated Transport Strategy, Te Taki Haruru (DCC's Māori Strategic Framework) and the Dunedin Parks and Recreation Strategy. It also supports the Dunedin Tracks and Trails Strategic Plan.

DRAFT

Introduction

Walking, cycling and wheeling make our city more attractive, safe and liveable for everyone.

This strategy aims to ensure all people in Dunedin can safely and easily take part in city life, including residents and visitors, those who don't (or can't) drive, older adults, people with disabilities and children.

Providing more travel choices can help people save money, stay active, and travel in ways that support their wellbeing and the environment.

Offering alternative ways to travel also helps make the city more resilient in the face of natural hazard events, road closures and volatile fuel prices.

Strengthening active travel networks delivers economic benefits by increasing tourism activity and spend, supporting local businesses, and making the city more attractive to investment and new businesses.

Many people will still want or need to drive, including those transporting others or goods, or who are unable to walk, cycle, or wheel.

When more people walk, cycle or wheel, there are fewer cars on the road, less congestion, and more parking available for those who need it. This will become increasingly important as the city grows, and more people move around.

Increasing the number of people walking, cycling, and wheeling will also help improve air quality and reduce emissions as Dunedin works towards a Zero Carbon future.

Why do we need a strategy?

Ōtepoti Pathways sets the direction for how walking, cycling and wheeling connections will be improved over time. Dunedin's active travel networks have significant deficiencies that make them unattractive or not feasible for many people to use for everyday trips. This results in a range of economic, social, health, resilience and environmental issues for individuals and society as a whole.

Having a long-term strategy provides clarity on what we want to achieve, where we will focus our efforts, what improvements can look like and how we will get there. It supports DCC to target investment, improve coordination across DCC teams, and provide confidence to residents, businesses and partners such as NZTA.

Not all improvements will be implemented by the DCC. Some routes will be developed by NZTA, developers and community groups such as trails trusts. Including these projects in this strategy helps ensure efforts are coordinated across the city.

How was this strategy developed?

The vision and goals are informed by community feedback gathered through DCC Long Term Plan consultations, project engagements, and targeted stakeholder discussions.

DRAFT

They are also guided by Government and DCC strategies and plans, including the Dunedin Integrated Transport Strategy, Future Development Strategy, Te Taki Haruru, Zero Carbon Plan and Ōtepoti Dunedin Destination Management Plan.

The future connections and priority areas were developed by following a robust and evidence-based approach that is aligned with NZTA requirements for co-funding and is recognised to support good transport investment decisions.

Priority areas were selected based on where improvements would benefit the most people and our economy. These areas have high population densities and include many schools and workplaces.

How does this strategy link to other strategies and plans?

Strategy/Plan	Alignment	Category
Government Policy Statement on Land Transport	Align with	Regional and National Policy/Direction
Arataki (NZTA 30 year plan)	Give effect to	Regional and National Policy/Direction
Regional Land Transport Plan	Give effect to	Regional and National Policy/Direction
Dunedin Integrated Transport Strategy	Give effect to	Key local strategy and frameworks
Future Development Strategy,	Align with	Key local strategy and frameworks
Te Taki Haruru	Align with	Key local strategy and frameworks
Ōtepoti Dunedin Destination Management Plan	Align with	Key local strategy and frameworks
Zero Carbon Plan,	Align with	Key local strategy and frameworks
Dunedin Parks and Recreation Strategy	Align with	Key local strategy and framework
South Dunedin Future work	Align with	Key local strategy and frameworks
Dunedin Tracks and Trails Strategic Plan	Align with	Key local strategy and frameworks
DCC Long Term Plan	implement	Local implementation tools
Ōtepoti Pathways implementation plan	implement	Local implementation tools
Ōtepoti Pathways monitoring framework	implement	Local implementation tools

How does this strategy support Te Taki Haruru?

Te Taki Haruru is Dunedin City Council's Māori Strategic Framework. It guides the relationship between Council, mana whenua, the wider Māori community, and sets aspirations for the future of Ōtepoti Dunedin.

DRAFT

Ōtepoti Pathways supports these aspirations by helping people move safely and independently around the city, connect with places and communities, and experience the natural and cultural landscapes of Ōtepoti. The strategy also recognises the importance of working in partnership with mana whenua as future walking, wheeling and cycling connections are planned and delivered.

The relationship between Ōtepoti Pathways and Te Taki Haruru can be seen across the four pou (pillars) of the framework:

- Autūroa / Mana [Mana whenua are leaders, influencers and partners.] - Supporting partnership with mana whenua in the planning, design and delivery of future connections.
- Auora / Mauri [The mauri of Ōtepoti is restored and enhanced.] - Supporting healthier communities, reduced environmental impacts, and stronger connections between people and place.
- Autikaka / Tapu and Noa [Balance is restored, and the future of our people and resources are protected.] - Improving access to safe and connected travel options for people of all ages and abilities.
- Autakata / Whakapapa [The traditional authority of mana whenua in Ōtepoti Dunedin is recognised through partnerships based on reciprocity and respect.] - Creating opportunities to reflect cultural identity, share stories, and strengthen connections to place.

Through these outcomes, Ōtepoti Pathways contributes to achieving the principles and values of Te Taki Haruru and Council's commitment to working in partnership with mana whenua.

How does this strategy strengthen tourism and communities?

This strategy supports strong active transport connections to tracks, trails and Ngā Haerenga Great Rides, creating opportunities to position Ōtepoti Dunedin as one of New Zealand's leading walking and cycling destinations and support local economic growth.

Research shows high, sustained demand from domestic and international visitors for walking and cycling experiences. South Island destinations with well-connected active travel infrastructure have seen significant economic gains from increased visitation, longer visitor stays and increases in businesses supporting active recreation.

Completing the active travel network through Dunedin will position Ōtepoti Dunedin as a key South Island trails hub connecting visitors to the Alps 2 Ocean via Oamaru and to Queenstown via the Clutha Gold trail, or through the Central Otago Rail Trail and the Taieri Gorge rail experience.

A connected network within the city and across the wider region will encourage visitors to come to Dunedin, explore more, stay longer and support local businesses through increased visitor spending and overnight stays. Walking, wheeling and cycling routes can connect people with Dunedin's heritage, wildlife, food and beverage destinations, and unique landscapes, while providing accessible experiences for a range of visitors, including cruise passengers and independent travellers.

DRAFT

Being part of the wider South Island cycle network will ensure Dunedin's active travel infrastructure is used by more than just local residents. It will enable Dunedin businesses to expand their active travel offerings and enable larger tourism businesses to invest in the city as part of their network. Slow travel delivers broad economic benefits, supporting tourism businesses directly while generating additional spending across other businesses as they spend more time in the destination.

Investment in high-quality walking and cycling networks across Aotearoa New Zealand has demonstrated the potential for significant economic and community benefits (Ministry of Business, Innovation and Employment, 2022). In Dunedin, improved connections between urban, coastal and rural areas can support tourism opportunities while creating better transport choices and recreation opportunities for local communities.

Walking, wheeling and cycling routes can also strengthen connections between coastal and rural communities, supporting local businesses, community wellbeing and opportunities for growth in areas that may otherwise have limited investment opportunities.

By improving connections across Ōtepoti Dunedin and the wider region, this strategy supports a more vibrant tourism sector, stronger communities and a more connected and prosperous Otago.

DRAFT

The strategy

Where are we now?

Many people already walk, wheel and cycle for everyday trips. In the central city, walking is a popular way to travel to work or education, especially around the University of Otago and Otago Polytechnic. Walking rates are relatively high compared to other cities (nearly double that of similar sized cities). However, cycling rates remain relatively low overall; they are lower than in Christchurch but similar to, or higher than, those in similar sized cities in New Zealand. Car travel rates are lower than in other similar cities (Stats NZ, 2025).

Mode of travel to work (Census 2023)	Dunedin	Christchurch	Hamilton	Whangārei	Palmerston North	Rotorua
Cycled	3%	5%	2%	0.8%	2.3%	1.6%
Walked or jogged	9%	3%	4%	2.8%	4.6%	2.5%
Travelled in a car, truck or van	70%	74%	80%	77.5%	79.7%	79.6%
Caught a public bus	5%	4%	3%	0.5%	1.2%	0.8%

Mode of travel to education (Census 2023)	Dunedin	Christchurch	Hamilton	Whangārei	Palmerston North	Rotorua
Cycled	3%	10%	5%	1.1%	3.2%	2.4%
Walked or jogged	40%	20%	18%	8.8%	14.9%	12%
Travelled in a car, truck or van	42%	51%	58%	60.2%	61.6%	60.6%
Caught a public bus	9%	8%	8%	3.1%	5.3%	2.9%

E-bike and E-scooter use is rising across New Zealand. In Dunedin, 11% of residents have used an e-scooter and 5% used an e-bike in 2024. Among those who cycled in 2024, 27% used an e-bike (NZ Transport Agency Waka Kotahi, 2024).

Support for cycling in the Dunedin community has increased from 68% in 2020 to 71% in 2024 (NZ Transport Agency Waka Kotahi, 2024).

Over the past 20 years, investment in walking and cycling infrastructure and education have contributed to developing the network and encouraging more walking and cycling. This is a summary of what we have achieved:

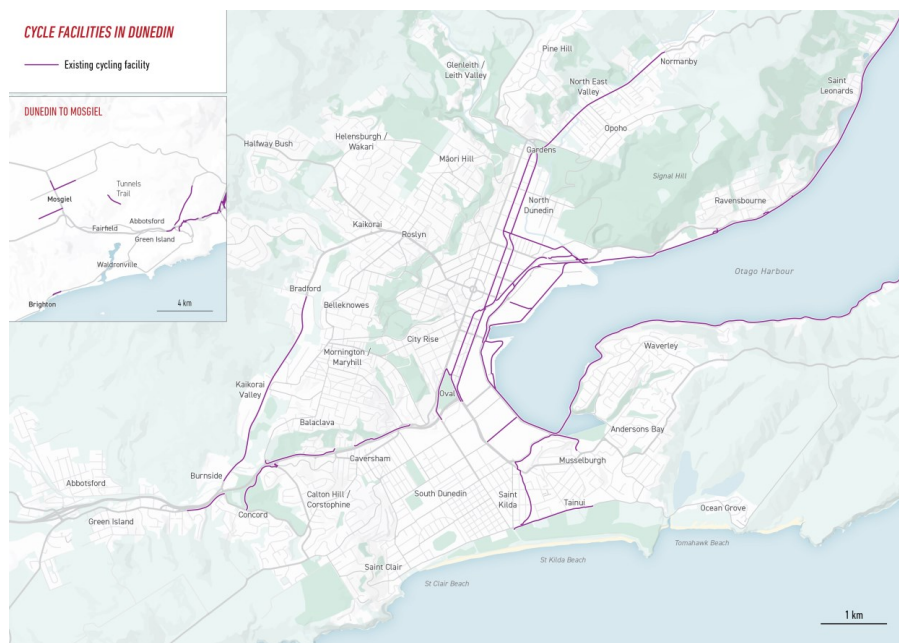
- The Harbour Shared Path, Te Aka Ōtākou has improved access to the harbour and surrounding communities (Dunedin City Council, 2026), while also creating a valuable tourism asset (NZ Transport Agency Waka Kotahi, 2023). Evidence shows that providing dedicated space for different users can reduce conflicts and improve perceived and actual safety and comfort for people walking and cycling (NZ Transport Agency Waka Kotahi, 2023).
- Progress on connecting Dunedin to the regional trail network has been made with the first section of the Dunedin Tunnels Trail and the first section of the Coastal Connection being completed. This has been achieved by the Tracks and Trails trust and DCC.

10

DRAFT

- In previous years, hundreds of primary school children learn how to safely cycle on and off the road. The DCC has contributed to maintenance and construction of four bike tracks in schools and provided cycle skills training to 1,320 children in 2024/25.
- Pedestrian access, safety and amenity have been improved near schools, in the tertiary area, in suburban centres and within the city centre. The George Street upgrade has received national recognition for its design, helping to create a more attractive, accessible and people-friendly environment (New Zealand Institute of Architects, 2025).
- Cycling numbers have increased in Dunedin over time, most notably where network gaps have been closed or routes extended. For example, Anzac Avenue has seen an 18% increase in cyclist numbers between 2021 and 2025, with the most prominent increase in 2023 when the St Andrew Street connection opened, connecting Te Aka Ōtākou to the central city (Dunedin City Council, 2026).
- Events such as Move it March and the Aotearoa Bike Challenge are promoted across schools and workplaces and encourage people to try new ways of commuting. More than 300 new cyclists join the Aotearoa Bike Challenge in Dunedin every year. A total of 34 schools and 5,739 children participated in Move it March in 2026.

Over this time, the city's cycling network has developed to include 22km of cycle lanes and 48km of shared paths. This is our cycling network today:



Map 1: Cycle facilities currently available in Dunedin (2026)

DRAFT

What we have heard from our community

This strategy has been shaped by insights and feedback gathered through early engagement on this strategy as well as consultation on other DCC projects and plans.

- Safer roads, slower speeds, and more cycleways are key factors that would encourage people to cycle.
- There are safety concerns about footpaths and shared paths, especially where people walking, cycling, and using mobility aids use the same areas.
- Many people drive to work because they need to travel with others, especially children.
- People who already cycle recreationally would prefer to commute by bike if they felt safer on the roads.
- Gaps in the walking and cycling network make it difficult for people to complete everyday journeys and make it unattractive for visitors.
- Narrow footpaths, poor crossing points, and areas that feel unsafe make walking and wheeling less enjoyable or not possible.
- Well-maintained walking and cycling routes are important for safe year-round use.

Challenges and opportunities

Achieving the vision will require addressing a range of challenges.

- There are significant gaps in Dunedin's walking and cycling network, limiting safety, accessibility, and practicality for everyday trips. Without safe, connected infrastructure, many people are unable or unwilling to walk and cycle for transport (World Health Organization, 2022).
- Building and maintaining infrastructure is costly, and funding is limited. Decisions will need to be considered and prioritised through the DCC Long Term Plan process.
- NZTA co-funding is limited, and walking and cycling are not always Government priorities. The funding process is complex and funding is not guaranteed.
- Short political cycles can make long-term planning difficult, as priorities and levels of support can change.
- Changes to the transport system can have a significant impact on people's everyday lives. Because these changes can be difficult to understand and accept, proposals need to be well reasoned, clearly communicated, and developed with input from the community.
- Safety remains a key issue in Dunedin, with relatively high rates of crashes and injuries, particularly at intersections and for people walking and cycling (NZ Transport Agency Waka

12

DRAFT

Kotahi, 2025). Beyond the significant harm and cost to our community, this also means many don't feel safe to walk or cycle (NZ Transport Agency Waka Kotahi, 2024).

Despite these challenges, there are clear opportunities and potential for more people to walk, wheel and cycle more:

- Many people are open to changing how they travel. The 2021 DCC People's Panel Cycle Survey found that while 79% of respondents usually travelled by car, 64% of those would like to travel another way.
- Previous investments such as Te Aka Ōtākou demonstrate clear uptake when safe, connected routes are provided (Dunedin City Council, 2026).
- Evidence from other New Zealand cities such as Wellington, Christchurch, and international research show that closing gaps and extending networks leads to more people walking, wheeling and cycling (Pucher et al., 2025).
- E-bikes and e-scooters are becoming more accessible, reducing barriers such as hills (Behrendt et al., 2021).
- Trails trusts are helping connect within the city and to the wider region. They can attract external funding and be built cost effectively (Ministry of Business, Innovation and Employment, 2025; TrailHub, 2024).
- Cycling tourism is growing across New Zealand with new tracks completed in recent years. Once Dunedin is connected to the regional network, a range of economic and sustainability benefits can be realised for the city (New Zealand Cycle Trail, 2025).
- Dunedin's relatively compact layout means many everyday journeys are within walking, wheeling, and cycling distance (NZ Transport Agency Waka Kotahi, 2025).

DRAFT

Our 30-year vision and goals

Based on community feedback and a review of local and national plans and guidelines, a vision has been developed for what it means to be a great small city for walking, cycling and wheeling.

This vision is:

In Ōtepoti Dunedin, it is safe and easy for people of all ages and abilities to walk, cycle or wheel for everyday travel.

This vision is supported by four goals that outline what this strategy aims to achieve.

Safety and accessibility

All people in Dunedin can travel safely and independently to where they need to go in their everyday life and when visiting destinations across the city.

Choice and wellbeing

Our active transport system is safe, well-connected, attractive and easy to navigate, giving people a genuine choice to travel in ways that support their wellbeing and the environment.

Economic prosperity and tourism

Our city has strong active transport connections to tracks, trails and key destinations, which will strengthen tourism and support local businesses and our economy.

Traffic reliability and resilience

Our transport system continues to support reliable traffic flow while our city grows and is resilient to local and global disruptions.

DRAFT

Community outcomes

Successful walking, wheeling and cycling networks improve social, economic, environmental, health outcomes and cultural outcomes.

Evidence from international research and experience in other cities shows that a wide range of positive community outcomes can be achieved:

- Safe, well-connected routes to key destinations give people of all ages and abilities real choice in how they travel to work, school, shops, recreation spaces, and other places. This includes children, people using wheelchairs or mobility aids, those with prams, and those without access to a car.
- A well-connected and attractive city encourages visitors to come, stay longer and spend more, supporting tourism and the local economy.
- More children walking and biking to school helps build lifelong healthy habits, confidence, social connection, and road safety awareness. It also grows their independence and frees parents from driving them to places.
- Regular walking and cycling supports physical and mental wellbeing and helps reduce social isolation.
- Increased walking and cycling reduces emissions, noise and improves air quality.
- Walking and cycling reduces household costs by lowering spending on fuel, parking, vehicle maintenance and on health.
- More people walking and cycling means that our city can keep functioning well while we grow. It reduces safety risk and congestion, while freeing up car parks for those who need them.
- Having multiple travel options improves resilience, allowing people to move around when roads are disrupted by natural hazards, crashes, or due to impacts of global crises.
- Safe walking and cycling routes reduce crashes and injuries which in turn reduces trauma and cost to society.

DRAFT

Objectives

Each goal is supported by objectives that guide decision-making and help track progress towards achieving the vision.

These objectives will also be used to measure how effectively the strategy is being delivered.

Goal 1: Safety and accessibility All people in Dunedin can travel safely and independently to where they need to go in their everyday life and when visiting destinations across the city.
Objectives Improve accessibility of bus stops, footpaths and cycleways for all users. Make it easier to plan, navigate and complete journeys through provision of information, clear wayfinding, good lighting, well maintained paths and appropriate bike parking. Improve actual and perceived safety of walking and cycling routes, particularly at intersections and crossing points near schools, bus stops and local centres.
Goal 2: Choice and wellbeing Our active transport system is safe, well-connected, attractive and easy to navigate, giving people a genuine choice to travel in ways that support their wellbeing and the environment.
Objectives Improve crossing points, enable contraflow on one-way streets, and close gaps to create safe, direct and connected routes. Make routes more attractive and comfortable by providing off-street connections where possible, separating users from traffic on busy streets, and supporting safe vehicle speeds where routes are shared. Support people, workplaces and schools to try different travel options through training and initiatives that promote safe walking, cycling, scooting and public transport use. Increase the proportion of people walking and cycling for everyday trips and recreation, contributing to reduced emissions, lower noise and improved health outcomes and air quality.
Goal 3: Economic prosperity and tourism Our city has strong active transport connections to tracks, trails and key destinations, which will strengthen tourism and support local businesses and our economy.
Objectives Collaborate with trusts and other organisations to develop walking and cycling trails that connect Dunedin to the wider Otago region. Improve connections to recreational areas, visitor attractions, commercial centres and transport hubs. Communicate and promote Dunedin's active travel connections and amenities through local and regional destination marketing, encouraging more visitors, longer visitor stays and increased visitor spending.

DRAFT

Goal 4: Traffic reliability and resilience Our transport system continues to support reliable traffic flow while our city grows and is resilient to local and global disruptions.
Objectives
Increase the number of short trips made on foot, by bike or wheeling, helping reduce congestion and freeing up parking.
Work with schools to reduce congestion and improve safety at school gates, especially during pick-up and drop-off times.
Improve network resilience by providing alternative travel options that keep people moving when roads are closed during natural hazard events or due to crashes, and when there is disruption of fuel supply or cost.

DRAFT

Monitoring and review

Monitoring and reporting

Ongoing monitoring of the Ōtepoti Pathways strategy is important to understand progress and identify where changes may be needed.

The objectives reflect a wide range of actions and are specific enough to allow progress to be measured.

A range of metrics will be used to track trends in:

- Walking and cycling uptake and accessibility
- Infrastructure delivery
- Community perception and engagement
- Safety and resilience
- Emissions and environmental outcomes

Some measures, such as emissions, are monitored through other DCC programmes. In other areas, new data collection methods will need to be developed, for example for accessibility.

A monitoring framework, including measures, baselines and data sources, will be developed. This will also set out how the progress will be reported.

Review

The Ōtepoti Pathways Strategy and Implementation Plan will be reviewed every three years.

What will our network look like?

Walking and cycling routes will not all look the same. Each improvement will be designed to suit its local context, taking into account factors such as cost, traffic conditions, available space on roads, off-road alternatives, and community needs.

For example:

- On quieter streets, lower-cost measures such as signage or painted markings may be sufficient to support safe sharing between cycling and driving. In some cases, additional measures to slow traffic may be appropriate.
- On busy roads, more substantial investment may be needed, such as protected cycleways or upgraded intersections.
- Paths through open spaces like parks, reserves and alongside waterways or the harbour may require wayfinding, lighting, improved surfaces and safe crossing points where they connect to roads.
- In some cases, temporary or trial improvements may be installed first to test effectiveness and gather community feedback before permanent changes are made.
- Trails with potential visitor appeal may be supported by a distinct name, identity, and appropriate marketing, promotion and communication activity. Lower-cost infrastructure

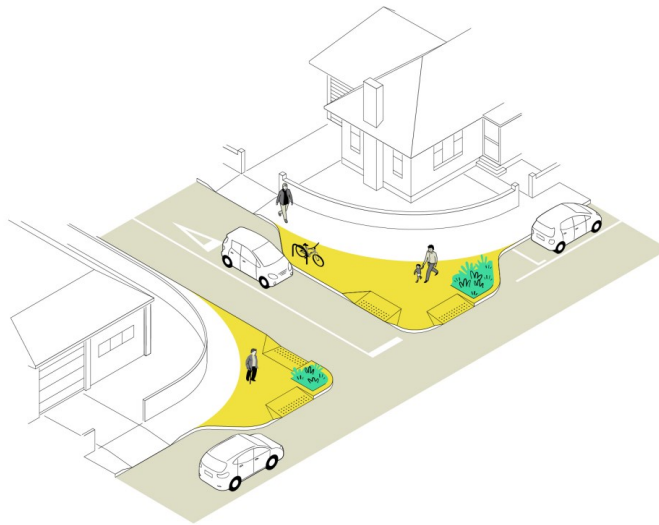
DRAFT

may be used where budgets are limited, allowing more improvements to be delivered overall.

This approach supports a transport system that prioritises people while making efficient use of available funding.

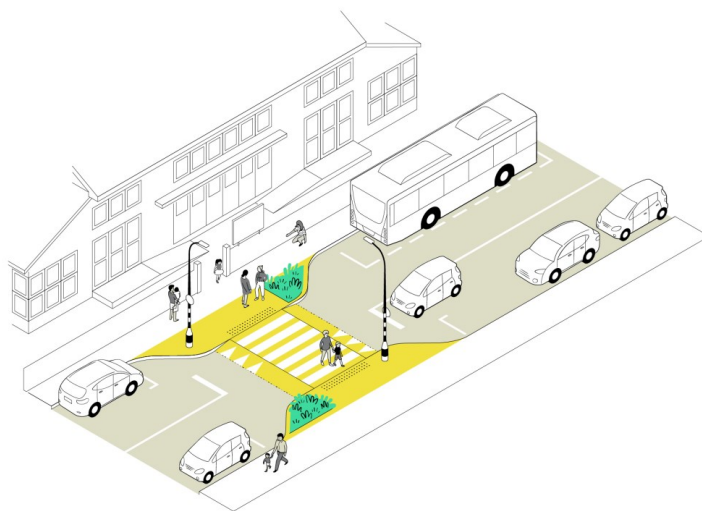
Once projects are funded, feedback will be sought from local communities and the wider public to ensure changes reflect local needs.

The following pages show examples of the types of walking and cycling improvements that may be delivered.



*Figure 1: **Kerb build-out** extends the kerb into the roadway to shorten crossing distances, improve visibility between people walking and drivers, and help reduce vehicle speeds at intersections.*

DRAFT



*Figure 2: **Mid-block zebra crossing** provides a marked crossing point, making it safer and easier for people to cross busy roads where they need to.*



*Figure 3: **Cycle and pedestrian crossing at intersection** restricts through traffic for motor vehicles while allowing people walking, wheeling and cycling to cross busy roads and continue along quieter streets.*

20

DRAFT

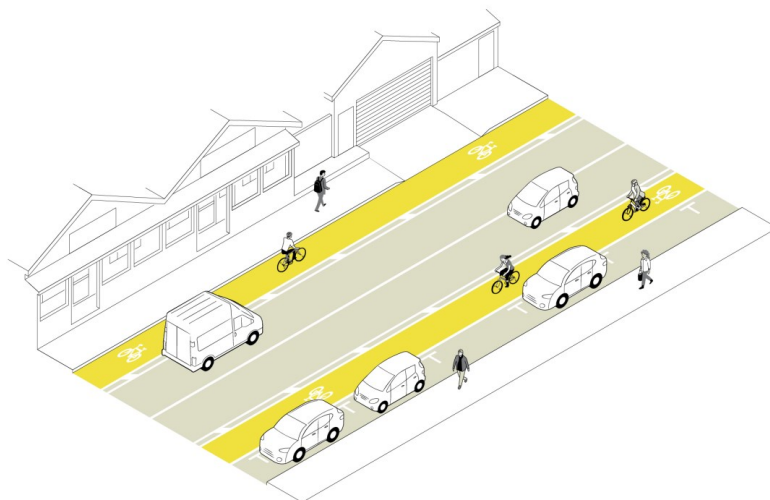


Figure 4: **Painted buffered cycle lanes** are separated from traffic by a painted buffer, providing additional space between people cycling and moving vehicles.

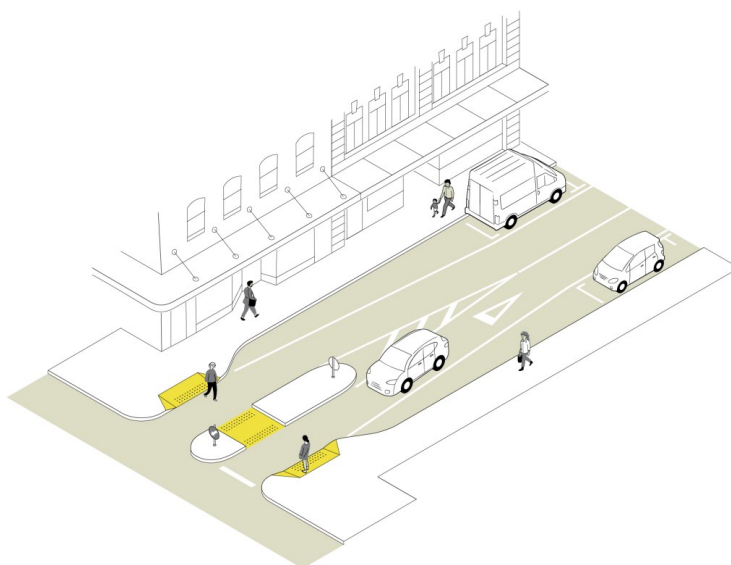


Figure 5: **Pedestrian refuge islands** are protected waiting areas in the middle of the road that allows people to cross one direction of traffic at a time, making crossings safer and more accessible.

DRAFT

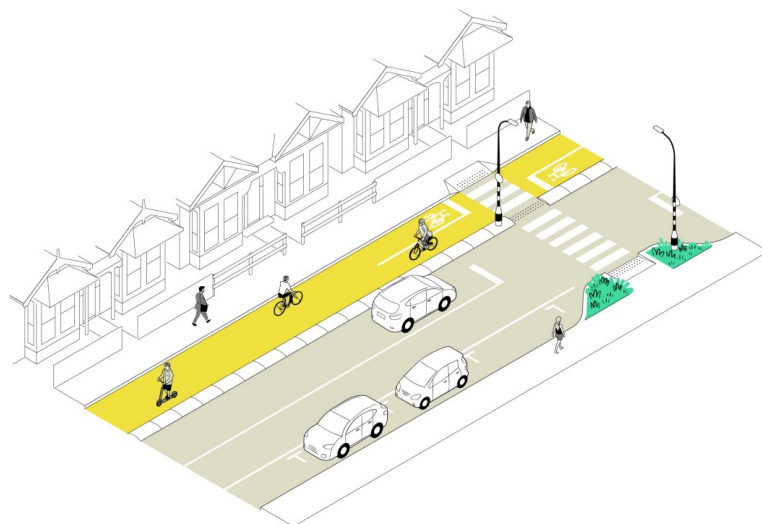


Figure 6: **Separated cycleways** are dedicated cycling routes separated from motor traffic by physical barriers or kerbs, providing a safer and more comfortable environment for people riding bikes.

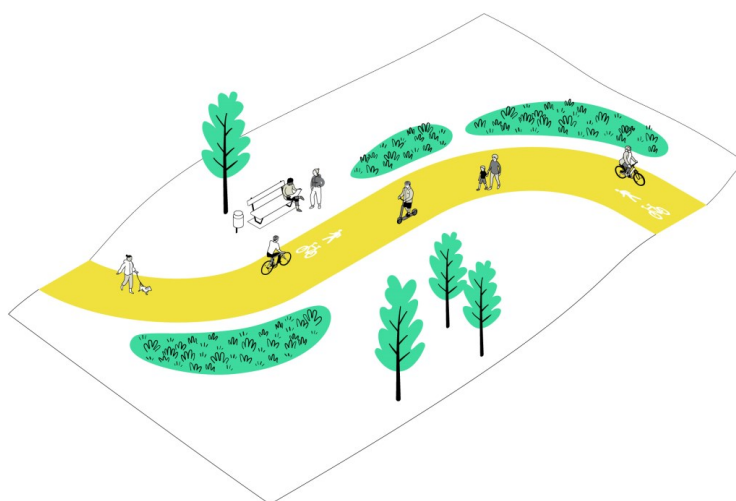


Figure 7: **Shared paths** are designed for people walking, wheeling and cycling to share safely, typically located away from the road or alongside it.

DRAFT



*Figure 8: **Shared streets** are designed so people cycling and driving share the same space, with low vehicle speeds and volumes.*

DRAFT

How will this be delivered?

Delivering a 30-year strategy requires a number of steps to move from long-term direction to on-the-ground improvements. This strategy provides guidance through its vision, goals, identified future connections and priority areas, and investment hierarchy.

Prioritising investments

With limited funding available, improvements will need to be prioritised to ensure investment is directed towards projects that deliver the greatest benefits for the community.

For DCC-funded projects (through processes such as the Long Term Plan), the following investment hierarchy provides guidance for prioritising walking, wheeling and cycling projects and improvements. Projects may align with multiple priorities, and decisions will also consider factors such as feasibility, cost, safety, community need, and opportunities to coordinate with other work programmes.

INVESTMENT HIERARCHY

1	Close gaps and connect existing routes within identified priority areas Prioritise improvements that create a more connected network by addressing missing links, improving route continuity and making existing connections more visible, safer and easier to use.
2	Align with other investment and development opportunities Prioritise opportunities to coordinate with other projects and investment, including: • Developer-led improvements • NZ Transport Agency Waka Kotahi projects • Trail trusts and community-led initiatives • Growth and new development areas • Tourism and destination development initiatives • Connections between the city and regional trails • Other DCC projects and programmes
3	Connect schools and education facilities Other priorities include connections that improve access to*: • Employment areas, health care facilities and commercial centres • Public transport • Recreation and tourism destinations (*within identified priority areas)
4	Support improvements in other areas Consider improvements outside identified priority areas where there are significant opportunities, community benefits, economic benefits or other factors that support investment.

DRAFT

The Government Policy Statement on Land Transport (GPS) guides how NZTA invests funding from the National Land Transport Fund. It sets the Government's priorities for transport investment, influencing both local council projects that can receive co-funding and investment in the state highway network. Because the GPS is reviewed every three years, funding priorities can change over time.

Funding and budget considerations

This strategy does not allocate funding or confirm projects. DCC funding is allocated through the DCC's Long Term Plan, which is developed every three years, with annual plans in between to respond to changing circumstances and opportunities.

Many projects can attract NZTA co-funding (typically 51%), but there are many requirements and steps involved in securing this funding. Projects must be prioritised through the Otago-Southland Regional Land Transport plan to seek inclusion in the National Land Transport Programme. The National Land Transport Programme must give effect to the current Government's Policy Statement on Land Transport.

NZTA is directly responsible for delivering projects on state highways, and nationally prioritises all state highway projects against the Government's priorities.

Tracks and trails trusts follow different processes and can access alternative funding sources, such as grants and sponsorships.

In some cases, walking or cycling links can be delivered by developers as part of new subdivisions.

In the current financial climate, budgets are constrained for DCC and NZTA. Careful consideration is required to ensure investment delivers the best possible outcomes for the community.

This may involve:

- Trialling changes before committing to permanent infrastructure
- Using lower-cost or temporary solutions where appropriate
- Implementing measures such as speed reductions that improve safety and accessibility at relatively low cost.
- Making improvements through maintenance and renewals.

Funding decisions need to consider technical priorities, community and political support.

Community engagement

The community will be consulted on the 10-year plan including which projects receive funding. Once funding is confirmed, the DCC will engage with the public and key stakeholders on specific projects and proposed changes.

Different needs and perspectives must be balanced alongside technical considerations and strategic direction. The focus will remain on solutions that work for the community and deliver value for money.

DRAFT

Education and promotion

International research shows that infrastructure improvements are most effective when combined with education and promotion. The DCC already works with schools, workplaces and communities to encourage safe walking, wheeling and cycling for everyday trips. Current initiatives include:

- Move it March – a month-long promotion of active travel to school
- Time to Shine – visibility and safety during darker months
- Cycle skills training in schools
- School bike tracks
- Walk to Work Day
- Road safety campaigns and promotions

This work will continue alongside infrastructure investments to support behaviour change and improve safety.

Big infrastructure projects and quick wins

Infrastructure improvements can be delivered in different ways, ranging from large corridor projects such as the Harbour Connection to small, targeted upgrades such as a new drop kerb.

Large projects can deliver multiple improvements in a coordinated way. However, they are often complex, require significant design work, and can take longer due to funding and approval processes.

Smaller improvements are more limited in scope but can be delivered faster and cost-effectively. Examples include:

- Bike parking
- Wayfinding signage
- Removing barriers along paths
- Drop kerbs at crossings and intersections
- Road markings and signage
- New or improved crossing points
- Improvements delivered alongside maintenance and renewals

Both large-scale projects and smaller “quick wins” will be needed to achieve this strategy’s vision and goals.

Implementation plan

Once the DCC Long Term Plan is confirmed, it will be clear how much funding is available for the short to medium term. An implementation plan will then be confirmed, outlining the walking and cycling improvements and initiatives to be delivered over the next 10 years.

DRAFT

Future connections

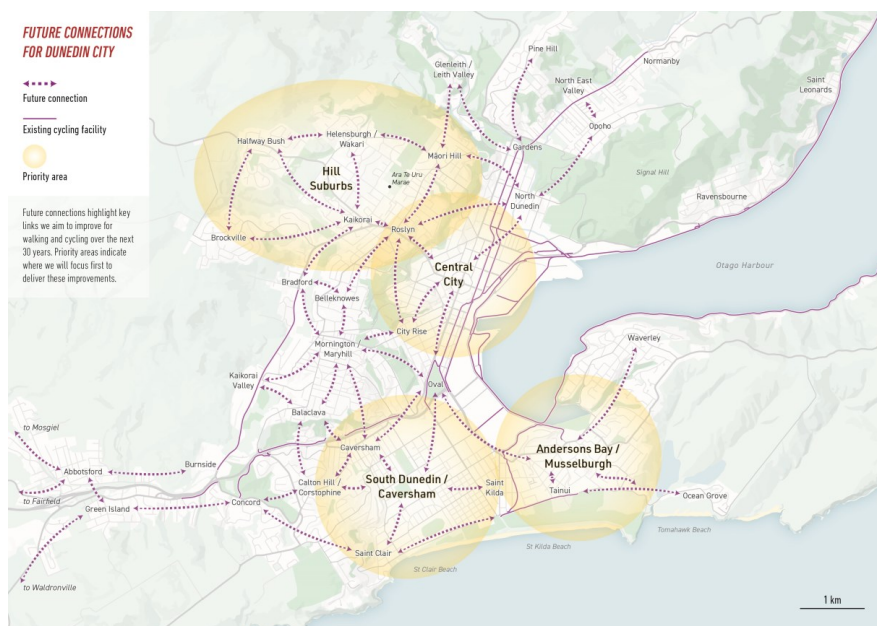
The following maps show our future connections and priority areas for walking and cycling investment over the next 30 years.

Future Connections are indicative and highlight the areas where improved connections are desired. At this stage, most routes are not yet defined and will be confirmed through planning and community engagement. Planning within priority areas is more advanced and is shown in greater detail in the relevant maps.

Priority areas identify where effort and investment will be focused first. These areas have been selected based on population, school enrolments and jobs, so that we can get the greatest return on investment and attract co-funding.

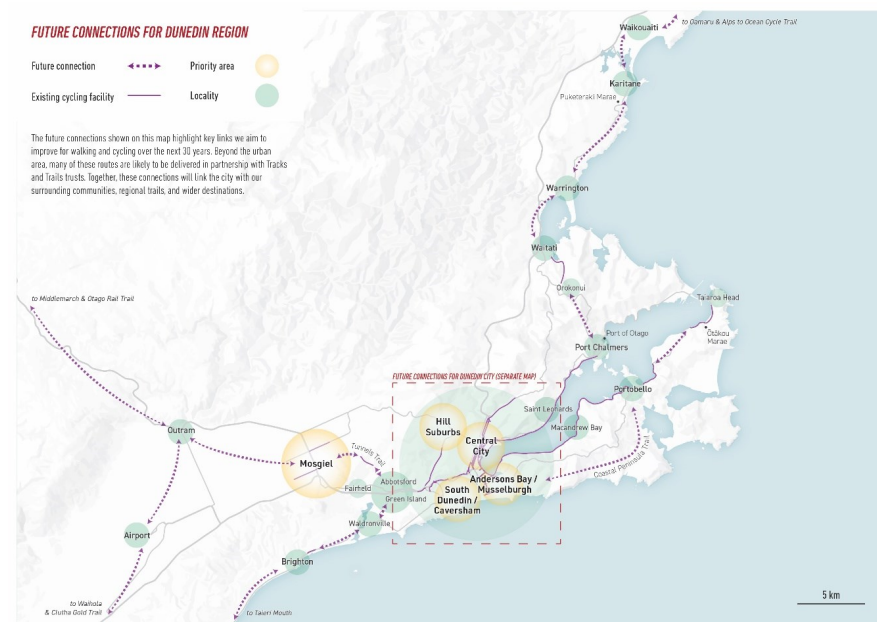
The five priority areas are:

- Central City
- The Hill Suburbs (Kaikorai, Māori Hill, Roslyn, Helensburgh, Wakari, Halfway Bush and Brockville)
- South Dunedin and Caversham
- Mosgiel
- Andersons Bay and Musselburgh



Map 2: Future connections for Dunedin City. This map illustrates the long-term vision for improving walking, wheeling and cycling connections across Ōtēpoti Dunedin. It identifies key routes and connections that could help link neighbourhoods, schools, employment areas, public transport, recreation areas and other important destinations.

DRAFT



Map 3: Future connections for the Dunedin region. This map illustrates the long-term opportunities to strengthen walking, wheeling and cycling connections between Ōtepoti Dunedin and surrounding communities, regional destinations, and Ngā Haerenga Great Rides. It provides a strategic overview of planned and potential future connections.

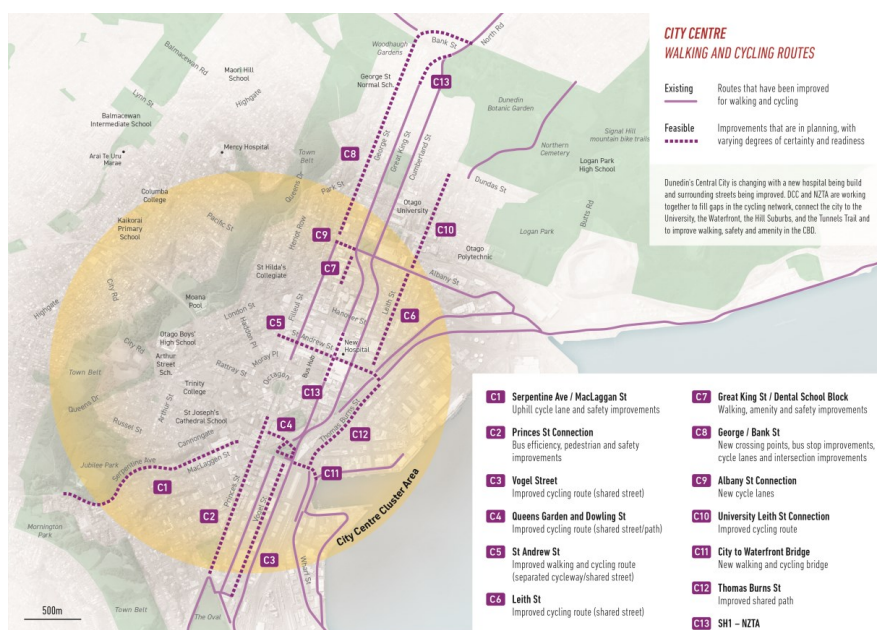
DRAFT

Priority areas

Priority areas are where improvements to walking and cycling networks will be progressed first. Maps for each area show the existing and feasible future connections. Feasible routes are where improvements are in planning, with varying levels of certainty and readiness.

There are still significant network maps in terms of existing and feasible routes. These will become less over time as planning progresses. These maps will be updated regularly and published on the DCC Ōtepoti Pathways Strategy webpage to reflect the current feasible routes.

An implementation plan will be confirmed once the DCC's Long Term Plan 2027/37 has been adopted.



Map 4: Priority area map of the city centre. This map illustrates the proposed future walking, wheeling and cycling connections within the central city.

DRAFT



Map 5: Priority area map of Musselburgh / Andersons Bay. This map illustrates the proposed future walking, wheeling and cycling connections within the area.



Map 6: Priority area map of Mosgiel. This map illustrates the proposed future walking, wheeling and cycling connections within the area.

30

DRAFT



Map 7: Priority area map of the hill suburbs. This map illustrates the proposed future walking, wheeling and cycling connections within the area.



Map 8: Priority area map of South Dunedin/Caversham. This map illustrates the proposed future walking, wheeling and cycling connections within the area.

DRAFT

Next steps

- **STRATEGY** – The DCC will engage with the public on the draft strategy. Following consideration of feedback, the strategy will be finalised and endorsed by Council. This will establish the strategic direction for improving walking, wheeling and cycling in Dunedin over the next 30 years.
- **FUNDING** – Funding will be confirmed through the DCC's Long Term Plan. This will inform the implementation plan for the next 10 years. NZTA co-funding for projects and improvements will be applied for where appropriate. Both DCC and NZTA funding programmes are reviewed every three years. Projects with high potential that cannot be funded through the DCC's Long Term Plan can be supported through efforts to secure external funding and partnerships.
- **PLANNING** - Once funding is confirmed for individual projects, planning and design processes will begin. This includes balancing technical considerations such as intersection design, parking, consents, and land requirements, while ensuring value for money for the community.
- **ENGAGEMENT** – In addition to feedback on this draft strategy, there will be further opportunities for input as projects progress. The DCC will work with residents, landowners, businesses, government agencies and road safety partners throughout project planning and delivery.
- **IMPLEMENTATION** – Delivering improvements within existing streets can be complex. Construction will be coordinated to minimise disruption where possible, and projects may be delivered in stages. Staging allows alignment with available funding and other upgrades, helping to reduce costs and avoid repeated roadworks.
- **REVIEW and MONITORING** – Following adoption of the strategy, a monitoring framework will be developed to track progress against the vision, goals and objectives. The strategy will be reviewed and monitored every three years to align with DCC and NZTA planning cycles and respond to changing circumstances and opportunities.

DRAFT

References

The references below provide links to supporting evidence and further information. All links were current as of July 2026.

Ministry of Business, Innovation and Employment (2022). *2021 Evaluation of Ngā Haerenga Great Rides of New Zealand*. Retrieved from <https://www.mbie.govt.nz/immigration-and-tourism/tourism/tourism-projects/nga-haerenga-the-new-zealand-cycle-trail/evaluation-of-the-new-zealand-cycle-ride-trails>

Stats NZ (2025). *Work, education, transport, and population structure: 2023 Census*. Retrieved from <https://www.stats.govt.nz/information-releases/work-education-transport-and-population-structure-2023-census/>

NZ Transport Agency Waka Kotahi (2024). *Attitudes and perceptions of walking and cycling survey 2024: Walking, cycling and micromobility monitor*. Retrieved from [2024 Walking, cycling and micromobility monitor - July 2025](#)

Dunedin City Council (2026). *Cycle and pedestrian count data for Te Aka Ōtākou (internal monitoring data)*.

NZ Transport Agency Waka Kotahi (2023). *Dunedin Harbour shared path (Te Aka Ōtākou) project information and media statements*. Retrieved from [SH88 Dunedin to Port Chalmers safety improvements | NZ Transport Agency Waka Kotahi](#)

NZ Transport Agency Waka Kotahi (2023). *Cycling network guidance and shared path design principles*. Retrieved from [Cycling network guidance | NZ Transport Agency Waka Kotahi](#)

New Zealand Institute of Architects (2025). *George Street, Dunedin Retail Quarter – 2025 New Zealand Architecture Awards*. Retrieved from [Announcing the 2025 New Zealand Architecture Award Winners - NZIA Website](#)

Dunedin City Council (2026). *Cycle count data for Anzac Ave (internal monitoring data), 2021–2025*.

World Health Organization (2022). *Walking and cycling: latest evidence to support policy-making and practice*. Retrieved from [Walking and cycling: latest evidence to support policy-making and practice](#)

NZ Transport Agency Waka Kotahi (2025). *Communities at Risk Register 2025*. Retrieved from <https://nzta.govt.nz/assets/resources/communities-at-risk-register/docs/communities-at-risk-register-2025.pdf>

Pucher, J., Buehler, R., et al. (2025). *Research on cycling network expansion and uptake*. Proceedings of the National Academy of Sciences. Retrieved from <https://www.pnas.org/doi/10.1073/pnas.2422334122>

DRAFT

Behrendt, F., Cairns, S., Raffo, D., & Philips, I. (2021). *Impact of e-bikes on cycling in hilly areas: Participants' experience of electrically-assisted cycling in a UK study*. Sustainability, 13(16), 8946. Retrieved from <https://doi.org/10.3390/su13168946>

Ministry of Business, Innovation and Employment (2025). *New Zealand Cycle Trail funding: Details of funding and how to apply*. Retrieved from <https://www.mbie.govt.nz/immigration-and-tourism/tourism/tourism-projects/nga-haerenga-the-new-zealand-cycle-trail/nzct-funding/details-of-nzct-funding-and-how-to-apply>

TrailHub (2024). *Dunedin Tunnels Trail receives \$2M funding boost*. Retrieved from <https://www.trailhub.co.nz/news-and-events/dunedin-tunnels-trail-receives-2m-funding-boost/>

New Zealand Cycle Trail (2025). *2025 NZCT evaluation report*. Retrieved from <https://www.nzcycletrail.com/assets/evaluation-2025/2025-NZCT-Evaluation-Report-14-November-2025.pdf>

NZ Transport Agency Waka Kotahi (2025). *Walking in New Zealand: Insights and guidance for walking networks*. Retrieved from <https://nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/pedestrian-network-guidance/docs/1-Walking-in-NZ-Feb-2025.pdf>

For advice or information

Dunedin City Council
50 The Octagon
PO Box 5045, Dunedin 9054
P 03 477 4000
E dcc@dcc.govt.nz
www.dunedin.govt.nz
 [DunedinCityCouncil](https://www.facebook.com/DunedinCityCouncil)
 [DnCityCouncil](https://twitter.com/DnCityCouncil)

NEW ROAD NAMES ASSIGNED FROM ROAD NAME REGISTER

Department: Transport

EXECUTIVE SUMMARY

- 1 This report updates the Council on the selection of seven new road names from the Dunedin City Council Road Name Register for two new subdivisions.
- 2 The names for the new roads at 121-125 Stevenson Road (Concord) for subdivision 2019-165 C/D are:
 - **Wineberry Drive** (new public road) (see Attachment A)
 - **Knight Lane** (new private way)
- 3 The names for the new roads at 80 & 94 Panmure Avenue (Calton Hill) for subdivision 2025-100 are:
 - **Rachel Reynolds Place** (see Lot 100 in Attachment B)
 - **Lusk Lane** (Lot 103)
 - **Fache Lane** (Right of Way C)
 - **Hinds Place** (Right of Way M)
 - **Soper Close** (Right of Way L)
- 4 As these names were selected from the Dunedin City Council Road Name Register, Council staff have granted approval to the applicants and will update the Road Name Register accordingly.

RECOMMENDATIONS

That the Council:

- a) **Notes** that the names Wineberry, Knight, Rachel Reynolds, Lusk, Fache, Hinds, and Soper have been assigned to new roads or private ways from the Road Name Register and will be listed as no longer available in the register.

BACKGROUND

- 5 The [Dunedin City Council Road Naming Policy](#) provides the framework for timely and consistent naming of legal roads and private ways that reflect the identity of the local community, meet requirements set by the Council, and comply with Land Information New Zealand addressing guidelines. A 'legal road' is any road legally established as a public road under section 315 of the Local Government Act 1974 (the Act). As defined by the Act, a 'private way' is a road on private land with restricted access (e.g. rights of way).

- 6 The Council has a selection of available road names pre-approved by the Infrastructure Services Committee published in the [Dunedin City Council Road Name Register](#). In their meeting of 27 November 2025, the Council adopted an amendment to the Council Road Naming Policy so that if a road name applicant selects a name from the Road Name Register, they can receive immediate approval once Council staff have assessed their application ([Minutes of Council - Thursday, 27 November 2025](#)), rather than require a second approval from Council. The new process has reduced the amount of time staff spend on road naming applications and appears to be incentivising more use of the Road Name Register.
- 7 The process that applicants must follow when applying for a new road name is set out in the diagram below, with two different approaches depending on whether the Road Name Register is used or not.



DISCUSSION

Road names assigned for 121-125 Stevenson Road (Concord) (SUB 2019-165 C/D)

- 8 **Table A** presented below provides the preferred road names proposed for this subdivision. A map of the roads is provided in Attachment A. Staff consider the proposed road names to be appropriate for this development.

9

TABLE A SUB 2019-165 C/D 121-125 Stevenson Road, Concord		
Location of road	Proposed road name	Recommended road name
New public road to be vested, off Stevenson Road	Wineberry Drive	‘Wineberry Drive’ as selected from the Road Name Register
New private way off the proposed Wineberry Drive	Knight Lane	‘Knight Lane’ as selected from the Road Name Register

The names selected from the register have the following references:

- **Wineberry Drive** – is in reference to the wineberry tree or makomako (*Aristotelia serrata*), a small deciduous tree native to New Zealand that bears large clusters of pink flowers followed by dark red berries. The wineberry tree is fast-growing and resilient in cold climates, and can be found in the Dunedin Botanic Gardens among other areas.
 - **Knight Lane** – is in reference to Hardwicke Knight (1911-2008), a photographer, historian and collector. Born in London, Hardwicke moved to Dunedin in 1957 as director of the Medical Photographic Unit of the Otago Medical School. In addition to his own photography, Knight published extensively on the history of New Zealand photography and photographers and on the history of Otago. He was awarded a Queen’s Service Order in 1991.
- 10 The developers selected **Wineberry** to reflect local flora in Dunedin.
- 11 The developers selected **Knight** due to a keen interest in photography and art, which aligns with what Hardwicke Knight championed during his life.
- 12 A site map is included as Attachment A.

Road names assigned for 80 & 94 Panmure Road

- 13 **Table B** presented provides the preferred road names proposed for this subdivision. A map of the roads is provided in Attachment B. Staff consider the proposed road names to be appropriate for this development.

TABLE B SUB 2025-100 80 & 94 Panmure Road		
Location of road	Proposed road name	Recommended road name
New private way off 94 Panmure Avenue	Rachel Reynolds Place	‘Rachel Reynolds Place’ as selected from the Road Name Register
New private way off Panmure Avenue near Mariner Street	Lusk Lane	‘Lusk Lane’ as selected from the Road Name Register

14

TABLE B SUB 2025-100 80 & 94 Panmure Road		
Location of road	Proposed road name	Recommended road name
intersection		
New private way off Rachel Reynolds Place	Fache Lane	'Fache Lane' as selected from the Road Name Register
New private way off Lusk Lane	Hinds Place	'Hinds Place' as selected from the Road Name Register
New private way off Lusk Lane	Soper Close	'Soper Close' as selected from the Road Name Register

The names selected from the register have the following references:

- **Rachel Reynolds Place** – is in reference to Rachel Selina Reynolds (1838-1928), a social worker and community leader involved in a wide range of social justice causes including women's access to education, provision of welfare services to people living in poverty, and the women's suffrage movement in the 1880s-1890s. Reynolds' involvement in campaigns for the establishment of a girls' secondary school and for the admission of women to the University of Otago both culminated in success in 1871, when Otago Girls' High School first opened and the University of Otago began admitting women.
- **Lusk Lane** – is in reference to Doris Lusk (1916-1990), an artist, art teacher, potter and university lecturer born in Dunedin. Lusk was one of New Zealand's pioneer potters and taught at the University of Canterbury School of Fine Arts from 1966-1981. She was posthumously awarded the Governor General Art Award in 1990 to recognise her career and contributions to art.
- **Fache Lane** – is in reference to Ada Fache (1918-1994), the City Librarian of Dunedin from 1960-1968 who was the second woman in New Zealand to be appointed the head of a major metropolitan library. At Fache's bequest, the Ada Fache Fund continues her legacy by providing professional development grants for library workers.
- **Hinds Place** – is in reference to Elizabeth Hinds (1940-1998), the director of the Toitū Otago Early Settlers Museum from 1983-1996. Hinds worked as an archaeologist in the Pacific Islands and served as the acting director of the Fiji Museum in the 1960s. Her work in Dunedin revitalised the Otago Early Settler's Association, and with it the museum.
- **Soper Close** – is in reference to Eileen Louise Soper (1900-1989), an author and journalist who was first an editor of the Otago Daily Times in the 1920s and later became an associate editor for the Otago Witness until 1932. Soper published five books beginning with *The Otago of Our Mothers* in 1948, and later published her memoirs in three volumes from 1969-1973.

15 The developers of this subdivision selected these names to pay homage to influential Dunedin women, with all of the names proposed connected by this theme.

16 A site map is included as Attachment B.

OPTIONS

- 17 Not applicable.

NEXT STEPS

- 18 Staff will advise Land Information New Zealand of the new road names.
- 19 Staff will update the Road Name Register to note that the selected road names are no longer available.
- 20 Staff will liaise with the developers on the installation of appropriate signage for the new roads (once ready).

Signatories

Author:	Rose Wunrow - Policy Analyst Transport Regulation
Authoriser:	Simon Smith - Asset and Funding Manager Scott MacLean - General Manager, City Services

Attachments

	Title	Page
↴A	Attachment A - New Road Names Assigned 121-125 Stevenson Road	263
↴B	Attachment B - New Road Names Assigned 80 & 94 Panmure Avenue	264

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

This is an administrative function.

Māori Impact Statement

There are no known impacts for Māori.

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

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

Engagement – external

There has been engagement with the developers.

Engagement - internal

There has been engagement within the Transport Group and Business Information Services.

Risks: Legal / Health and Safety etc.

There are no known risks.

Conflict of Interest

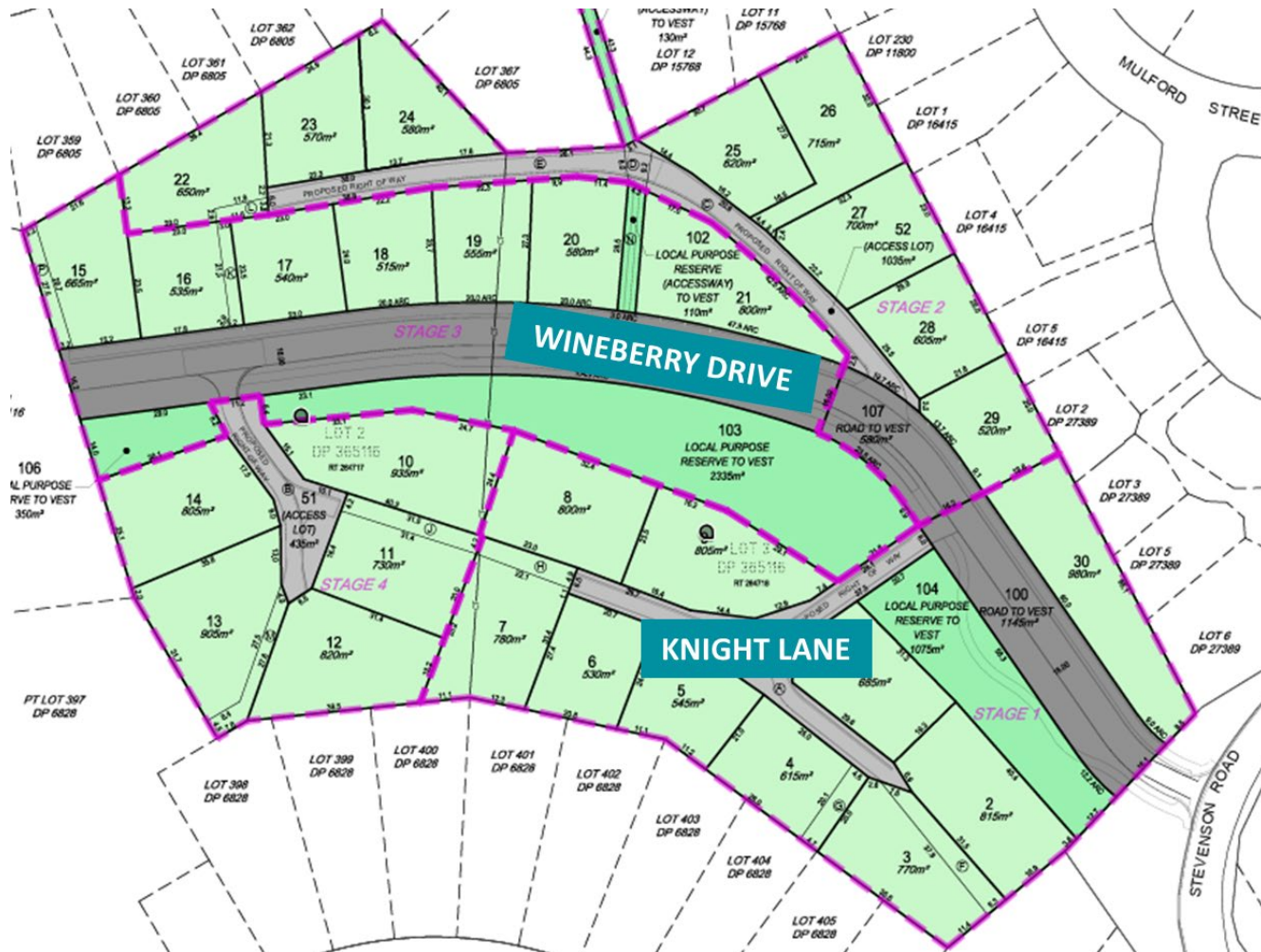
There are no known conflicts of interest.

SUMMARY OF CONSIDERATIONS

Community Boards

There are no implications for Community Boards as none of the selected names are within Community Board areas.

New Road Names Assigned – 121-125 Stevenson Road (Concord)



New Road Names Assigned – 80 & 94 Panmure Avenue (Calton Hill)



PROPOSED EVENT ROAD CLOSURES

Department: Transport

EXECUTIVE SUMMARY

- 1 The DCC has received temporary road closure applications relating to the following events:
 - i) John McGlashan School Fete
 - ii) Youth Rock Event
- 2 This report recommends that Council approves the temporary closure of the affected roads.

RECOMMENDATIONS

That the Council:

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

i) John McGlashan School Fete

Saturday, 12 September 2026	8.30am to 2.30pm	Pilkington Street, between Balmacewen Road and Passmore Crescent
-----------------------------------	------------------	--

ii) Youth Rock Event

Saturday, 3 October 2026	9.00am to 1.00am on Sunday, 4 October 2026	Devon Street, between Jutland Street and Sturdee Street
-----------------------------	--	---

BACKGROUND

- 3 Council's Dunedin Festival and Events Plan supports the goal of a successful city with a diverse, innovative, and productive economy and a hub for skill and talent.
- 4 The areas proposed to be used for these events are legal roads and can therefore be temporarily closed to normal traffic if statutory temporary road closure procedures are followed. The procedures are set out in Section 319 of the LGA 1974 and give Council the power to stop or close any road (or part of a road) within the parameters of Section 342 and Schedule 10 of the LGA 1974 (Schedule 10 is included as Attachment A).
- 5 These procedures include:
 - Consultation with the New Zealand Transport Authority Waka Kotahi and the Police.
 - Public notice being given of the proposal to close any road (or part of a road), and public notice of a decision to close the road.

- Council being satisfied that traffic is not likely to be unreasonably impeded.
- 6 A resolution of Council is required where a proposal to temporarily close a road relates to public functions.
- 7 Council is required to give public notice of its decision. This notice will be published after this meeting and prior to the event, if approved.

DISCUSSION

Consultation and Notification

- 8 The Police and the New Zealand Transport Authority Waka Kotahi have no objections to the proposed road closures.
- 9 On Saturday, 1 August 2026 the proposed temporary road closures were advertised in the Otago Daily Times (Attachments B) with a deadline for feedback.
- 10 Schedule 10 clause 11(e) states a road cannot be closed more than 31 days in the aggregate in any one year. This limit will not be exceeded by the approval of the proposed temporary road closures.

Traffic Impacts

- 11 The event locations of these events have had identical road closures for the same, or similar event(s) in prior years without causing unreasonable delays to the travelling public.
- 12 Emergency services and public transport services will be managed through the temporary traffic management process.
- 13 The Temporary Traffic Management Plan process ensures that other issues such as temporary relocation of certain parking (e.g. taxi, mobility and Authorised Vehicles Only) are managed.

OPTIONS

- 14 Note any amendment to this report's recommendations cannot be implemented without further consultation with the affected parties, New Zealand Transport Agency Waka Kotahi, the Police, and verifying that traffic impacts are acceptable.

Option One – Recommended Option

- 15 That the Council closes the sections of road as recommended in this report.

Advantages

- Roads can be closed, and the event will be able to proceed.
- The closures will assist in realising the economic, social, and cultural benefits associated with the events.

Disadvantages

- There will be temporary loss of vehicular access through the closed areas. However, there are detours available, and safety can be assured using temporary traffic management.

Option Two – Status Quo

16 That the Council decides not to close the roads in question.

Advantages

- There would be no detour required for the travelling public, and the roads would be able to be used as normal.

Disadvantages

- The events would not be able to go ahead, and the benefits of the events would be lost.

NEXT STEPS

17 Should the resolution be made to temporarily close the roads, Council staff will accept the temporary traffic management plans that have been received for the events and notify the public of the closures.

Signatories

Authoriser:	Simon Smith - Asset and Funding Manager Scott MacLean - General Manager, City Services
-------------	---

Attachments

	Title	Page
↓A	Local Government Act 1974, Schedule 10	269
↓B	ODT Advert - 1 August 2026	270

SUMMARY OF CONSIDERATIONS
Fit with purpose of Local Government

This decision promotes the social well-being of communities in the present and for the future.

Fit with strategic framework

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

Events contribute to the Strategic Framework. Events contribute to the Economic Development Strategy, the Social Wellbeing Strategy. There is a Festival and Events Plan 2018-2023.

Māori Impact Statement

Mana whenua have not been directly engaged with in relation to these road closures.

Sustainability

There are no implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications, as the decision is a regulatory one and there are no direct costs to Council.

Financial considerations

There are no financial implications. The cost of the proposed road closure is not a cost to Council.

Significance

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

Engagement – external

There has been external engagement (as required by the LGA 1974), with the Police and New Zealand Transport Agency Waka Kotahi. Affected parties were notified and provided a time period for feedback.

Engagement - internal

There has been engagement with DCC Events and Transport. There is support for the events to proceed.

Risks: Legal / Health and Safety etc.

There are no identified risks should the recommended resolution be made.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

There are no implications for Community Boards.

ODT Advert – 1 August 2026

TEMPORARY ROAD CLOSURE
(Pursuant to the Local Government Act 1974)

John McGlashan School Fete

Pilkington Street, between Balmacewen Road and
Passmore Crescent, will close on Saturday, 12 September,
from 8.30am to 2.30pm, for the above event.

TEMPORARY ROAD CLOSURE
CONSIDERATIONS
(Pursuant to the Local Government Act 1974)

Youth rock event

The Council is considering closing Devon Street, between
Jutland and Sturdee Streets, from 9am Saturday, 3
October until 1am Sunday, 4 October for this event.

Motorsport racing event

The Council is considering closing Flagstaff Whare Flat
Road, between 83 Flagstaff Whare Flat and Silverstream
Valley Roads, on Saturday, 5 September from 7.30am to
6pm for this event.

These will be considered at the DCC meeting on
Thursday, 3 September. Please provide any feedback on
the proposal by emailing tmap@dcc.govt.nz before 5pm
Saturday, 8 August.

ODT Advert – 1 August 2026

TEMPORARY ROAD CLOSURE
(Pursuant to the Local Government Act 1974)

John McGlashan School Fete

Pilkington Street, between Balmacewen Road and
Passmore Crescent, will close on Saturday, 12 September,
from 8.30am to 2.30pm, for the above event.

TEMPORARY ROAD CLOSURE
CONSIDERATIONS
(Pursuant to the Local Government Act 1974)

Youth rock event

The Council is considering closing Devon Street, between
Jutland and Sturdee Streets, from 9am Saturday, 3
October until 1am Sunday, 4 October for this event.

Motorsport racing event

The Council is considering closing Flagstaff Whare Flat
Road, between 83 Flagstaff Whare Flat and Silverstream
Valley Roads, on Saturday, 5 September from 7.30am to
6pm for this event.

These will be considered at the DCC meeting on
Thursday, 3 September. Please provide any feedback on
the proposal by emailing twp@dcc.govt.nz before 5pm
Saturday, 8 August.

NOTICE OF MOTION

NOTICE OF MOTION - EXPLORING A STRATEGIC PARTNERSHIP WITH AN INDIAN CITY.

EXECUTIVE SUMMARY

- 1 In accordance with Standing Order 26.1, the following Notice of Motion has been received from Cr Benedict Ong for inclusion on the agenda for the meeting being held on Wednesday, 2 September 2026:

RECOMMENDATIONS

That the Council:

- a) **Receives** the Notice of Motion.
- b) **Notes** the opportunities arising from the New Zealand–India Free Trade Agreement and the strengthening strategic relationship between New Zealand and India.
- c) **Directs** the Chief Executive (or delegate) to work with the University of Otago to investigate opportunities to establish a Sister City, Friendship City, or Memorandum of Understanding (MoU) with a suitable Indian city to support both the city's and university's plans in the region.
- d) **Notes** that the costs of any additional sister city relationship are currently unbudgeted and would need to be considered before a sister city, friendship city or similar agreement is signed by the Dunedin City Council.

Attachments

	Title	Page
A	Cr Ong Notice of Motion Sister City India	272

From: Benedict Ong <ben@benong.nz>
Sent: Wednesday, 26 August 2026 1:08 p.m.
To: Sandy Graham <Sandy.Graham@dcc.govt.nz>
Subject: Collaborative NoM

Kia ora Chief Executive Graham,

Please see the updated Notice of Motion* for the Council meeting on 2 September 2026:

That the Dunedin City Council:

1. Notes the opportunities arising from the New Zealand–India Free Trade Agreement and the strengthening strategic relationship between New Zealand and India.
2. Directs the Chief Executive (or delegate) to work with the University of Otago to investigate opportunities to establish a Sister City, Friendship City, or Memorandum of Understanding (MoU) with a suitable Indian city to support both the city's and university's plans in the region.
3. Notes that the costs of any additional sister city relationship are currently unbudgeted and would need to be considered before a sister city, friendship city or similar agreement is signed by the Dunedin City Council.

Kind regards
Ben



*NoM has been updated reflecting the efforts of Council CEO in discussions with our oldest University senior University leaders to serve and deliver for our Dunedin City.

Benedict Ong
Councillor, Dunedin City Council
022 382 7078

NOTICE OF MOTION - SOCIAL HOUSING

EXECUTIVE SUMMARY

- 1 In accordance with Standing Order 26.1, the following Notice of Motion has been received from Cr Marie Laufiso for inclusion on the agenda for the meeting being held on Wednesday, 2 September 2026:

RECOMMENDATIONS

That the Council:

- a) **Receives** the Notice of Motion.
- b) **Notes** that Council provides 940 community housing units primarily for older people in urgent need of housing.
- c) **Notes** that Council's Community Housing Policy is focused on the operation of Council's existing housing portfolio and does not provide a broader policy framework for Council's role in enabling social housing across the city.
- d) **Recognises** the need for Council to consider its broader role as an enabler of social housing in Ōtepoti Dunedin, in response to housing need, financial pressures and a changing housing environment.
- e) **Requests** staff to develop a Draft Social Housing Policy to enable Council to consider its role and objectives for social housing, including the future role of its Community Housing portfolio and opportunities for partnerships and other delivery models.
- f) **Requests** that a Draft Social Housing Policy be reported to Council to inform implementation of the Housing Action Plan and development of the 207-2037 Long Term Plan.

Attachments

	Title	Page
A	Cr Laufiso Notice of Motion Social Housing	274

From: Marie Laufiso <Marie.Laufiso@dcc.govt.nz>
Sent: Wednesday, 26 August 2026 1:51 p.m.
To: Sandy Graham <Sandy.Graham@dcc.govt.nz>
Cc: John Chambers <John.Chambers@dcc.govt.nz>
Subject: Notice of Motion (NOM) for Wednesday 2nd September and Thursday 3rd September, 2026
Importance: High

Tēnā koe CEO Graham,

Please see below a Notice of Motion in terms of S.O. 26, to be considered at the Council Meeting scheduled for Wednesday 2nd September and Thursday 3rd September, 2026.

That Council

1. **Notes** that Council provides 940 community housing units primarily for older people in need of housing.
2. **Notes** that Council's existing Community Housing Policy is primarily focused on the operation of Council's existing housing portfolio and does not provide a broader policy framework for Council's role in enabling social housing across the city.
3. **Recognises** the need for Council to consider its broader role as an enabler of social housing in Ōtepoti Dunedin, in response to housing need, financial pressures and a changing housing environment.
4. **Requests** staff develop a Draft Social Housing Policy to enable Council to consider its role and objectives for social housing, including the future role of its Community Housing portfolio and opportunities for partnerships and other delivery models.
5. **Requests** that a Draft Social Housing Policy be reported to Council in time to inform the implementation of the Housing Action Plan and in time for consideration through the 2027-2037 Long Term Plan

- **MOVED** Marie Laufiso

Ka mihi nui Much Gratitude,
Marie



Tukuaru Councillor
M 021 532 306 | **E** marie.laufiso@dcc.govt.nz
Kaunihera ā-rohe o Ōtepoti | Dunedin City Council
50 The Octagon, Dunedin
PO Box 5045, Dunedin 9054
New Zealand
www.dunedin.govt.nz

RESOLUTION TO EXCLUDE THE PUBLIC

That the Council excludes the public from the following part of the proceedings of this meeting (pursuant to the provisions of the Local Government Official Information and Meetings Act 1987) namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
C1 Confirmation of the Confidential Minutes of Ordinary Council meeting - 22 July 2026 - Public Excluded	S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	.	
C2 Confirmation of the Confidential Minutes of Ordinary Council meeting - 3 August 2026 - Public Excluded	S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.	.	
C3 Confirmation of the Confidential Minutes of Ordinary Council meeting - 13 August 2026 - Public Excluded	S7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the	.	

	commercial position of the person who supplied or who is the subject of the information. S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege. S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.		
C4 Property Matter - Public Works Act	S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege. S7(2)(h)	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for	

	The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	withholding exists under section 7.	
C5 Agreement to Grant Telecommunications Licence - Chorus New Zealand Limited - Swampy Summit	S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	
C6 Unsolicited Offer for Potential Property Purchase	S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage,	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for	

	negotiations (including commercial and industrial negotiations).	withholding exists under section 7.	
C7 231 Stuart Street – RFP Outcomes	S7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information. S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	

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