DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Notice of Meeting:

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

Date:	**Tuesday 17 November 2026**
Time:	**3:00 p.m.**
Venue:	**Council Chambers, Dunedin Public Art Gallery, The Octagon, Dunedin**

Richard Briggs
Chief Executive Officer

Hearings Committee

Proposed Parking Changes

MEMBERSHIP

Chairperson	Cr Cherry Lucas Cr Mandy Mayhem Cr Lee Vandervis
Senior Officer	Scott MacLean, General Manager City Services
Governance Support Officer	Rebecca Murray

Rebecca Murray
Governance Support Officer

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

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DECLARATION OF INTEREST

EXECUTIVE SUMMARY

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

2. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.

RECOMMENDATIONS

That the Committee:

a) **Notes/Amends** if necessary the Elected Members' Interest Register attached as Attachment A; and

b) **Confirms/Amends** the proposed management plan for Elected Members' Interests.

Attachments

	Title	Page
⇩A	Hearings Committee Register of Interest	5

Hearings Committee - Proposed Parking Changes - Hearings Committee 11 November 2026				
Name	**Responsibility (i.e. Chairperson etc)**	**Declaration of Interests**	**Nature of Potential Interest**	**Member's Proposed Management Plan**
Cr Cherry Lucas	Trustee	Otago Farmers Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Partner	Southway Enterprises	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Shanghai Association (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tūhura Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtepoti Dunedin Destination Management Plan Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Airport Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	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.
	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 Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Ōtepoti Dunedin Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency Response Group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Zone Representative and Board Member	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

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

PART A REPORTS

SPEAKING SCHEDULE

Department: Civic

EXECUTIVE SUMMARY

1 This report provides the Hearings Committee with a proposed speaking schedule for the hearing scheduled for 17 November 2026. Four submitters initially indicated that they wished to speak to their submissions; however, only two are able to attend the hearing.

2 As this is an administrative report, there are no options or summary of considerations.

RECOMMENDATIONS

That the Committee:

a) **Notes** the speaking schedule.

Signatories

Author:	Rebecca Murray - Governance Support Officer

Attachments

	Title	Page
⇩A	Speaking schedule as at 12 November 2026	8

Hearings Committee Proposed Parking Changes Speaking Schedule as at 12 November 2026		
Tuesday, 17 November 2026		
Time	**Submission No.**	**Submitter Name**
3.05pm	1303987	Jonathan Laird
3.15pm		
3.25pm	1308192	Emma Gilmour, 874 Princes Street Ltd and Emma Motor Group Ltd

PRINCES STREET CONNECTION PROJECT - STAGE ONE PROPOSED PARKING CHANGES

Department: Transport

EXECUTIVE SUMMARY

1 This report presents information for the Hearings Committee (the Committee) to consider proposed changes to parking, turning and one-way restrictions relating to the Princes Street Connection Project.

2 In 2021, the Dunedin City Council (the Council) adopted the Shaping Future Dunedin Transport programme, including the Princes Street Connection Project. Funding for the project was approved in the 9 year plan 2025–34 and the budget for the first stage was reconfirmed through Annual Plan deliberations on 27 May 2026.

3 Construction for the first stage of the project is estimated to begin in late 2026, however changes for parking have been consulted on in advance to ensure community feedback is factored into planning and to simplify the construction process.

4 Proposed parking changes in this report, including an overall increase in parking numbers, will support business and recreation activity in the area and alleviate parking pressure.

5 Proposed road corridor changes relating to the Princes Street Connection Project are presented in this report, including:

a) bus stop improvements and removal of redundant bus stops,

b) implementation of new angled parking areas,

c) changes to parking time restrictions, and

d) the one-waying of Jones Street (toward Lees Street).

6 Consultation has been undertaken for all proposed changes, from 24 June to 29 July 2026.

7 Four submitters wish to be heard in relation to the proposed parking changes in this report.

RECOMMENDATIONS

That the Committee:

a) **Recommends** the Committee approve the proposed changes to parking and traffic restrictions presented in this report, as set out in Attachment C.

b) **Notes** that all parking restrictions previously approved by the Council remain unchanged.

c) **Notes** that the approved changes will not be brought before Council for adoption until 2027, to align with construction phasing.

d) **Notes** that all parking counts are approximate, including the increase of 17 parks.

e) **Notes** that a GIS map and updated Schedule 1 presenting final proposed parking and one-way restrictions will be available for the Council's review following endorsement from the Hearings Committee.

BACKGROUND

Traffic and parking controls

8 Traffic and parking controls contribute to the objectives of the Dunedin Integrated Transport Strategy 2013, by helping to achieve a safe, efficient, and accessible transport network.

9 Council maintains a Geographic Information System (GIS) map database of traffic and parking restrictions (the database) that reflects all on-street parking restrictions that are implemented with markings and/or signs.

10 Parking controls are made under the Traffic and Parking Bylaw 2026. The Committee has the delegation to consider changes to parking controls and to make recommendations to the Council that can approve traffic restrictions and parking controls.

Project background

11 The Princes Street Connection Project is a multi-year phased capital project delivering safety, accessibility, and public transport improvements along Princes Street from King Edward Street to Moray Place. The overarching goal of the project is to improve travel times for buses on the corridor, keep traffic moving smoothly in peak times and improve safety for all road users.

12 Princes Street is Dunedin's main public transport route between South Dunedin and the Central City, with up to 64 buses per hour during peak travel times. It is a high traffic area for pedestrians and the project addresses safety issues reported by our community, particularly at intersections and for pedestrians. It will also improve accessibility and the reliability and efficiency of public transport, creating safer connections for everyone who uses Princes Street. Between 2012 and 2021 there were 292 recorded crashes along Princes Street.

13 In 2021, Council adopted the projects included in the Shaping Future Dunedin Transport programme, including the Princes Street Connection Project. Through the 9 year plan 2025–34, the project was confirmed for delivery, with the stage one budget reconfirmed through Annual Plan deliberations on 27 May 2026.

14 A single stage business case (SSBC) was developed for the project and endorsed by the New Zealand Transport Agency (NZTA) on 6 December 2025 for co-funding at a Funding Assistance Rate of 51%.

15 Public consultation was undertaken in 2022 to understand the needs of the community relating to the area, which informed the interventions included in the SSBC and subsequently the project for delivery.

16 The total budgeted allocation for Princes Street Connection project, including NZTA co-funding is $7,034,000 over the three years.

17 This report presents changes required to support the capital programme approved through the 9 year plan (9YP) process in 2025.

18 The budget for financial year 2026/27 was reconfirmed in the Annual Plan, and each phase will be subject to confirmation through this process.

Princes Street – Stage One

19 Stage One of the project will deliver the following:

a) construction of a four-leg roundabout at the intersection of Princes Street, South Road and Maitland Street,

b) bus stop improvements and removal of redundant bus stops,

c) intersection narrowing of Lees Street, Jones Street and Melville Street,

d) new angled parking on Maitland St, Lees Street and Jones Street,

e) one-waying of Jones Street (proposed as part of parking consultation), and

f) changes to parking restrictions.

20 Significant targeted engagement was undertaken with affected residents, business owners and stakeholders regarding the above changes to help inform the design, prior to public consultation on parking changes.

21 This engagement spanned several months, including letter drops, meetings and emails with affected businesses and residents in the area. Various changes were made to the concept designs following this engagement and prior to the public consultation. As a result of this early engagement, only minor requests for changes were received from businesses through the public consultation.

DISCUSSION

22 Construction for Stage One of the project is estimated to begin in late 2026 and will be completed by July 2027. Parking changes will be required to enable this construction, and in addition to these required changes, we are proposing other parking changes along the corridor.

23 Through the design process, staff have sought locations to provide new parking areas or increase parking numbers, to support what is a high-demand area for parking. The additional parking created as part of this project will support sports and recreation use, business activity, residents and commuters.

24 Consultation was undertaken from 24 June to 29 July 2026, seeking feedback on the proposed parking and traffic changes in this report. 32 responses were received, with the majority in support of the proposals. Report attachments as below outline further detail:

a) Attachment A details the consultation documentation, which was communicated with the public, including maps of proposed changes,

b) Attachment B details the submissions received, and

c) Attachment C shows amendments to the proposal following public consultation.

Bus stop changes

25 Changes to bus stops are proposed to contribute to the efficient, reliable and accessible operation of our public transport network. These are outlined below, with maps of the proposed changes included in Attachment A:

a) King Edward Street, two bus stops near Grosvenor Street to be removed and replaced with unrestricted parking and no stopping lines (providing improved sightlines for the existing crossing point),

b) Princes Street (south side of the Oval), extending bus stops in both directions to be double length,

c) South Road, relocation of outbound bus stop and introduction of a new inbound bus stop, and

d) Princes Street (north side of the Oval), convert existing bus stops to be double length and in-lane stops.

26 The removal of bus stops on King Edward Street follows earlier bus stop rationalisation along the corridor, completed in 2023, providing fewer bus stops, more evenly spaced out. This allows buses to stop less frequently, with larger, more accessible stops along the route.

a) Some feedback received through public consultation notes concerns about the proposed removal of these stops. These relate to distance between bus stops, accessibility and locations for bus driver changeovers.

b) Patronage data for these stops shows relatively low usage compared with other stops in this area. The next outbound stop is adjacent to the South Dunedin Library, which was recently upgraded to improve accessibility.

c) The removal of these bus stops contributes two parking spaces to the net gain of parks and will improve sightlines for the existing crossing point in this area.

d) Should the Committee wish to retain these bus stops, staff will modify the proposal before the report is brought before Council for adoption.

27 The implementation of in-lane bus stops allows greater retention of parking and removes the requirement for buses to re-join traffic flows when exiting stops.

28 Along Princes Street, all bus stops are proposed as double length to cater for the increased number of services operating along this route, which is currently Dunedin's only high frequency bus corridor.

New angled parking

29 New angled parking is proposed in this report to address community concerns regarding a lack of parking availability in this area, as identified in the 2022 public consultation feedback.

30 Throughout the planning of the project, staff have worked to preserve parking, offset any parking that could not be preserved, and create new areas of parking where opportunities arise.

This included the creation of new angled parking areas for residents, commuters and those visiting The Oval and local businesses.

31 While some parks are required to be removed for changes to built infrastructure, the provision of angled parking on side streets offsets all parking removed for the changes to the road layout and increases the total parking offering.

32 New angled parking is provided for in the following locations:

a) Maitland Street, parallel parking converted to approximately 34 angled parks on southern side of road,

b) Lees Street, parallel parking converted to approximately 19 angled parks on southern side of road, and

c) Jones Street, parallel parking converted to approximately 19 angled parks on northern side of road.

33 The implementation of these angled parks results in a net increase of parking in the area of approximately 17 parks.

34 The majority of new angled parks are proposed without time restrictions, and community feedback reflects this being the preferred approach, to account for resident and commuter parking needs.

35 Six new angled parks on lower Maitland Street are proposed as four-hour parks (P240), to support sportsground use and other activity in the area. These parks were initially proposed as unrestricted; however, staff have updated the proposal following feedback received through the consultation to include a time limit.

a) While it is unusual to implement a P240 time restriction, feedback received through the consultation indicates a desire for longer term restricted parking in the area.

b) Should the Committee propose an alternative time limit, staff will modify the proposal before the report is brought before Council for adoption.

Changes to parking restrictions

36 Changes to existing parking time restrictions are proposed for ten parks in the area. These changes are proposed following targeted engagement with adjacent businesses and reflect a desire for more cohesive time limits along the street and limits that suit the use of the area.

37 Changes include the following:

a) two ten-minute (P10) parks and one unrestricted park outside 848 Princes Street are proposed as sixty-minute (P60) parks, to provide more appropriate time restrictions for adjacent businesses.

b) six unrestricted parks outside 738 Princes Street are proposed as thirty-minute (P30) parks, to provide more appropriate time restrictions adjacent businesses, and

c) one unrestricted park outside 9 Maitland Street is proposed as a five-minute (P5) park (Fridays 6pm-9pm) to replace the existing P5 park which will be removed due to the roundabout construction.

38 Following feedback received, the proposal outside 848 Princes Street was modified from two P10 parks changing to P30, to two P10 parks and one unrestricted park changing to P60.

39 Some feedback received through the consultation process opposed additional parking time restrictions introduced on Princes Street to support businesses, with a preference for retaining unrestricted parking. Staff have considered this feedback; however staff believe the balance of new unrestricted parking and new parking time limits to be appropriate and consistent for the area and no changes have been proposed to this effect.

40 Some feedback highlighted the need for additional mobility parking in the project area. Rather than modifying the existing proposal to include a mobility park, staff propose conducting further consultation and engagement in the future to identify the best potential locations for additional mobility parking.

One-waying of Jones Street

41 Jones Street is proposed as one way (towards Lees Street), which supports provision of new angled parking and narrowing the intersection with Princes Street.

42 Targeted consultation was undertaken with nearby businesses, and the proposal was designed in conjunction with the businesses, who are in support of the proposal and the direction of travel.

43 Public feedback shows overwhelming support for the change and the provision of new angled parking.

Parking counts for proposed changes

44 Proposed parking changes for Stage One of the project will result in an approximate gain of 17 parks in the area (6 time restricted and 11 unrestricted). This gain in parking is largely attributed to the implementation of new angled parking areas on Maitland Street, Lees Street and Jones Street.

45 Rationalisation of bus stops results in a net decrease of three bus stops in the area, while improving the accessibility and capacity of the remaining bus stops.

46 Approximately ten parks will have a change in time limit applied with the proposed changes.

47 Parking counts are estimates only and may change with detailed design and construction.

TABLE A - PARKING COUNTS	
PRINCES STREET CONNECTION - STAGE ONE	
Proposal	**Outcome**
Number of available parks	+17
Number of bus stops	-3
Change in time restrictions	10

OPTIONS

Option One – Proceed with some or all of the changes

48 Support the proposed changes to the traffic and parking controls presented in this report.

Advantages

- Gives effect to the Council decision to progress the Princes Street Connection Project, as set out in the 9YP, and in the 2026-27 Annual Plan.
- Improves the efficiency of public transport services and infrastructure by enabling enough capacity for buses and ensuring that they can safely enter and exit bus stops.
- Contributes to achieving an integrated, affordable, responsive, and effective transport network, by ensuring the right parking time restrictions and parking amenity are in place to support local communities and businesses.
- Improves the safety of the transport network by preventing obstructive parking, increasing visibility, and making existing parking controls clearer.
- Addresses public concerns about limited parking availability in the area.

Disadvantages

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

Option Two – Status Quo

49 Retain current parking restrictions without amendment.

Advantages

- There are no advantages to this option.

Disadvantages

- Does not give effect to the Council decision to progress the Princes Street Connection Project, as set out in the 9YP and 2026-27 Annual Plan.
- Does not deliver improvements based on community feedback following targeted and public consultation.
- Does not address public concerns around parking availability in the area.
- Does not improve efficiency and access to the transport network.
- Does not improve safety or reduce mode conflict.
- Does not contribute to the Integrated Transport Strategy goals.

NEXT STEPS

50 If the Committee recommends the changes to traffic and parking controls, a report of the proposed changes will be brought before the Council for approval in 2027 to align with construction phasing. This report will include an updated Geographic Information Systems (GIS) layer with all proposed parking changes as well as an updated Schedule 1 (one-way restrictions).

51 If Council approves the restrictions, they will be implemented through appropriate signs and road markings and restrictions will be enforced under the Traffic and Parking Bylaw 2026.

Signatories

Author:	Abbey Chamberlain - Senior Transport Planner
Authoriser:	Simon Smith - Acting Group Manager Transport Scott MacLean - General Manager, City Services

Attachments

	Title	Page
⇩A	Attachment A - Consultation letter and maps	19
⇩B	Attachment B - Stage One Parking Feedback	23
⇩C	Attachment C - Updated map following consultation	44

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

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

Māori Impact Statement

Mana whenua have expressed support for a safe and efficient transport network and staff are working with mana whenua on this project.

Sustainability

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

Zero carbon

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

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The Princes Street Connection Project is included in the 9YP, under the Shaping Future Dunedin Transport Programme.

Financial considerations

Costs for implementing the proposed changes are covered by existing budgets.
The Princes Street Connection project is co-funded by NZTA at a FAR of 51%.

Significance

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

SUMMARY OF CONSIDERATIONS
Engagement – external There has been engagement with affected parties, including residents, landowners and business owners adjacent to changes. There has been engagement with Otago Regional Council, bus companies, bus driver unions, AA, Access for All, Aukaha, Spokes and other external stakeholders. Across the board there is consistent support for the project objectives and improving safety in this area. With regard to the parking changes, external stakeholders are in support of increasing the parking offering, improving the bus stop accessibility, modifying parking time restrictions and providing support for turnover for business operation.
Engagement - internal There has been engagement with Transport, Property, Comms, 3 Waters, Urban Design and Parks and Recreation staff.
Risks: Legal / Health and Safety etc. Many of the proposed changes aim to improve safety of vulnerable users of the transport network.
Conflict of Interest There are no known conflicts of interest.
Community Boards There are no implications for Community Boards as part of this report.

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

23 June 2026

Kia ora,

Princes Street Connection – consultation on parking and layout changes

In 2021, Council adopted the projects included in the Shaping Future Dunedin Transport programme, including the Princes Street Connection Project. Through the 2025–34 Long Term Plan, the project was confirmed for delivery, with the stage one budget reconfirmed on 27 May 2026. Following these decisions, staff are progressing delivery of this stage, including the proposed parking changes outlined in this consultation.

DCC is making changes to the layout of Princes Street near the Oval as part of stage one of the Princes Street Connection project, and we are proposing some parking changes to support this. We'd like to get feedback from the community on this stage and we're running consultation on these parking changes from now until 29 July 2026.

This letter provides details of what parking changes are being proposed for the area for stage one, and how you can provide feedback as part of our consultation process.

What's the Princes Street Connection project?

The Princes Street Connection Project is a three-year project that will deliver transport improvements along Princes Street to make the area safer for everyone and make bus journeys more efficient and reliable. The project will be delivered in three stages, with stage one beginning in early 2027. This consultation applies only to stage one, with details outlined below.

What changes are included in stage one?

Stage one will begin construction in early 2027, delivering changes adjacent to and south of the Oval. Here's what we will deliver:

- A new roundabout at the intersection of Princes Street/South Road/Maitland Street
- Narrower intersections of Lees, Jones and Melville Streets
- New pedestrian refuge island crossing points along Princes Street
- In-lane bus stops at the northern end of the Oval
- New angled parking on Maitland, Lees and Jones Streets.
- Jones Street becoming one-way in the direction of Lees Street (proposed as part of this consultation).

Head to www.dunedin.govt.nz/princes-street-connection to see more detail of changes for stage one.

What do you want me to give feedback on?

Two maps are included with this letter. The first outlines the proposed parking and one-way changes we are seeking feedback on. We're proposing changes to parking restrictions and creating additional parking. Making Jones Street one way will enable us to add angled parking and offset the parking loss from the changes to infrastructure as part of stage one. The work will result in an approximate increase of 17 parks in the area.

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

We're seeking feedback specifically on the parking restriction changes, bus stop changes, and the proposal to make Jones Street one-way, which we detail below.

Changes to bus stops:

- King Edward Street, two bus stops near Grosvenor Street to be removed and replaced with unrestricted parking.
- Princes Street (south side of the Oval), extending bus stops to double length.
- South Road, relocation of outbound bus stop and introduction of new inbound bus stop.
- Princes Street (north side of the Oval), make existing bus stops double length and in-lane.

Jones Street:

- Jones Street becomes one-way in the direction of Lees Street.

New parking:

- Maitland Street 34 angled parks
- Lees Street 19 angled parks
- Jones Street 19 angled parks (these are possible through the one-waying of Jones Street)

Parking restriction changes:

- 844 Princes Street, two P10 parks change to P60.
- 738 Princes Street, six unrestricted parks change to P30
- 9 Maitland Street, one unrestricted park changes to P5 (Fridays, 6pm-9pm).

NOTE: parking changes and counts are approximate and may change in the final design and construction.

The second map included in this letter is for information only and is not part of this consultation. It shows where parking will need to be removed to accommodate the roundabout, intersection buildouts and pedestrian crossings. These losses are offset by new parking spaces on Maitland, Lees and Jones Streets.

How can I give feedback?

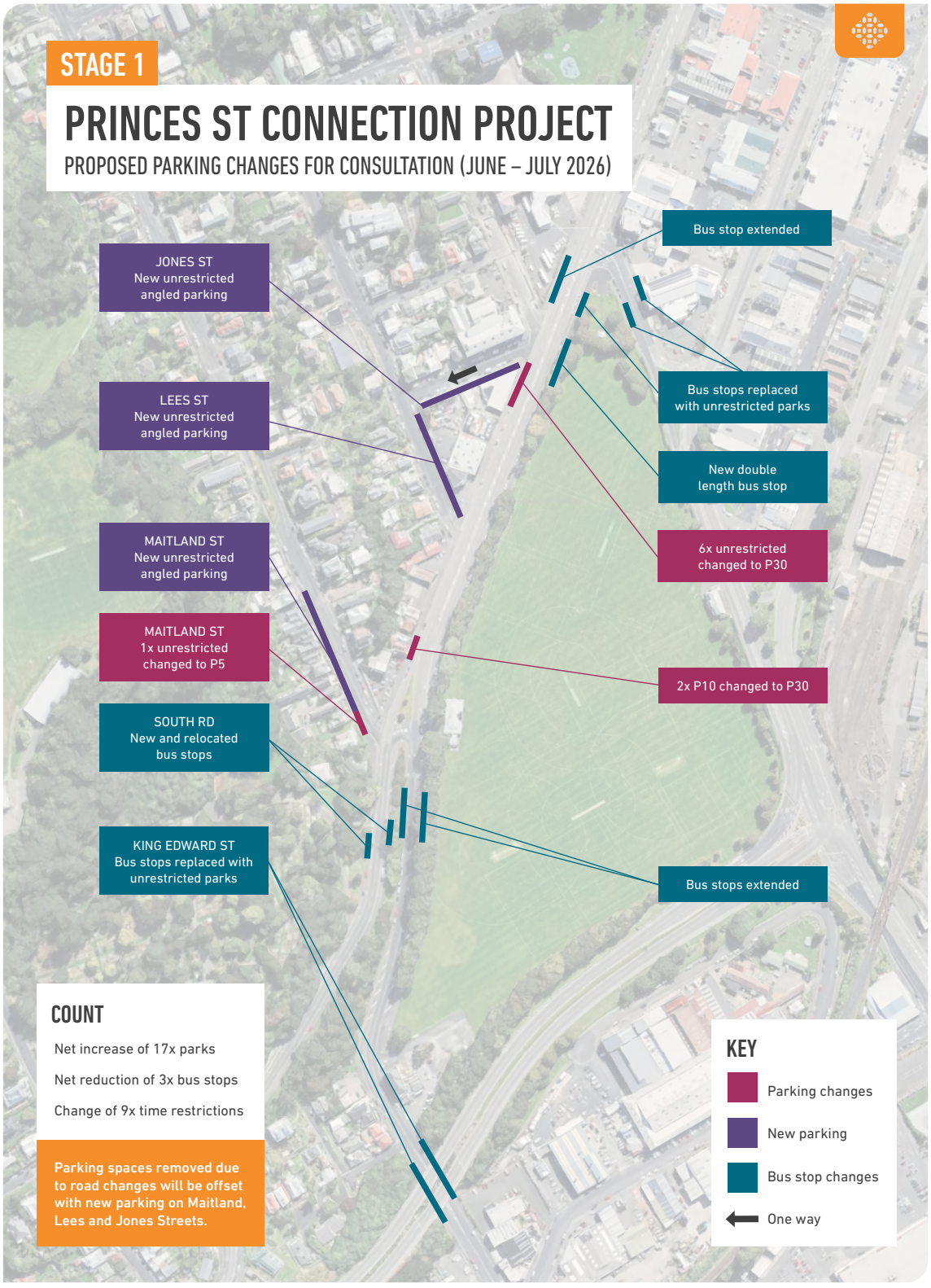
Please visit www.dunedin.govt.nz/parking-changes to provide us with your feedback on the proposed parking changes and proposed one-waying of Jones Street. Submissions close at 11:59pm on 29 July, 2026.

Feedback received through this consultation will be presented to a Dunedin City Council Hearings Committee for consideration, before proceeding to Council. When submitting feedback through the online portal, submitters will be asked whether they wish to speak at the Hearings Committee, please indicate on this form if you wish to attend and speak.

Please note: Your name and feedback may be included on papers available to the media and the public. The provision of your personal information is optional. Your feedback will only be used for the purpose of the proposed parking changes consultation. Council will collect, store, and use your information in accordance with the Privacy Policy – www.dunedin.govt.nz/privacy-policy

Yours sincerely
Regulation Management Team
Transport Department

Email: Transport.Regulation@dcc.govt.nz



NOTE: Changes shown on this map, and parking counts are approximate only and may change in the final design.



NOTE: Changes shown on this map, and parking counts are approximate only and may change in the final design.

#	Ref	Bus stops	Bus stops Comments	Jones St	Jones St Comments	Angled parking	Angled parking Comments	Parking restrictions	Parking Comments	Other Comments	Supporting doc	Hearings Com	Name	Org	Capacity
1	1303417	Partially support	I support this however the parking seems to be being relocated to the area opposite the Oval with no formed pedestrian crossing. This doesn't make sense there needs to be a zebra crossing installed.	Support	I think the most important feedback is the residents/property owners. Given its also going to have more parking.	Support	N/A	Partially support	I think there should be a trial period. Council doesn't want an Anderdons Bay Road situation where the time restricted parks seem to be seldom used. This is a huge commuter parking area with many people parking and getting their morning and evening exercise. Important for well-being without the cost of gym membership, etc especially when residents are dealing with high costs and rate increase, etc	N/A	N/A	No	Anon	N/A	N/A
2	1303538	Support	N/A	Support	N/A	Support	N/A	Support	N/A	"courtesy crossings" are a menace, creating uncertainty in interactions between pedestrians and motorists. considering this is right next to a busy sports field legally controlled pedestrian crossings should be in place, either controlled by lights, of "zebra striped:	N/A	No	Michael Richard Bennett	N/A	N/A
3	1303545	Support	N/A	Support	N/A	Support	N/A	Support	N/A	N/A	N/A	No	Anon	N/A	N/A
4	1303552	Support	N/A	Support	As arguably the current most longstanding resident on Jones St, I believe the choice of direction is correct with all flows of traffic, entering onto Princes Street via Lees St is the better method due to traffic direction and visibility.	Support	I've thought about how good it would be have angled parking here for the 3 years I've lived here. As currently theres so set parks, so poor parking loses spaces due to excessive gaps. Often times especially during peak hours I will struggle to find parks on my own street, so happy to see an increase in parking spaces, so long as they're not all taken up by the panelbeater across the road. In a perfect world a number of parking spaces on the residential side i.e. 10 Jones, would be resident only parks.	Partially support	The only one I'd question would be the number of P30s on the corner of Princes and Jones, x6 seems to many for the small number of business in the area, I feel x4 would be more fitting.	N/A	N/A	No	Dane Crosland	N/A	Resident
5	1303560	Support	Do it!!!	Support	Do it!!!	Support	Do it!!!	Support	Please make sure there is a safe place for pedestrians to cross Princess Street.	N/A	N/A	No	Ruth Barton	N/A	N/A

#	Ref	Bus stops	Bus stops Comments	Jones St	Jones St Comments	Angled parking	Angled parking Comments	Parking restrictions	Parking Comments	Other Comments	Supporting doc	Hearings Com	Name	Org	Capacity
6	1303566	Support	N/A	Support	Why not make it one-way in the opposite direction? Seems safer for the Jones St/Princes St intersection.	Support	N/A	Support	N/A	N/A	N/A	No	Mattias Salomonsson	N/A	Visitors to the area
7	1303954	Support	N/A	Support	N/A	Support	N/A	Support	N/A	N/A	N/A	No	Han	N/A	Worker in the area
8	1303955	Partially support	It is very hard to work out where on the maps you are taking stops away from and the distance between stops seems a lot further which affects people with disabilities having to walk further. The maps are not very clear or big, so you need to provide better diagrams, so we understand what it is you are changing where.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	Linda Bulley	N/A	Bus user
9	1303957	Partially support	in-lane bus stops would interrupt traffic flow too much. if your trying to get people to bus.. it wont work. all good having seats shelter but how about seats in the suburbs for those disadvantaged and elder people. pedestrian crossings is great idea .. esp near Market Reserve towards the Salvation Army. it is quite busy there .	N/A	at the bp.. were you not going to be putting a roundabout there ? i was looking at how u were going to do that and it looks real complicated.	Partially support	will there be much room ?	Oppose	too many restrictions as it is.. it would help if there were more car parks. if the restrictions were like 120 mins i would understand otherwise u cant really go far .	N/A	N/A	No	Mindy Riley	N/A	worker at a cafe near by
10	1303987	Partially support	Rather than extend the northbound 'Princes St, Go Bus Depot bus stop (Opposite Andersons Bay Rd)', move it so it is located in the middle between Lees Street and Jones Street. I currently commute by car and switch to bus in this area. I regularly use the unrestricted park which will be removed. My next choice for parking would be unrestricted parking on Jones Street. I am unlikely to use the Lees Street angled carparking or the Maitland Street angled parking, unless they are within a very short walking distance to Princes Street bus stop. The reason for this is convenience, but also weather protection when moving between bus and car. Also the southern bus stops	Support	I support this change.	Support	These need to be unrestricted car parks, anything less than unrestricted all-day parking, and I won't use them.	Partially support	I do not support the change of 6 x unrestricted parks to P30. I support the time change from P10 to P30.	A luxury bathroom product retailer, panel beater and auto repair shop do not need 6 new P30 parks. Panel beaters will likely be using courtesy cars. Lennox bathroom, as sufficient space on site for client parking. A single P10 would likely be sufficient for Cartridge World.	N/A	Yes	Jonathan Laird	N/A	A visitor to the area.

#	Ref	Bus stops	Bus stops Comments	Jones St	Jones St Comments	Angled parking	Angled parking Comments	Parking restrictions	Parking Comments	Other Comments	Supporting doc	Hearings Com	Name	Org	Capacity
			should be moved closer to Maitland Street, to maximise the use of the Maitland Street angled carparks.												
11	1304521	Support	N/A	Support	N/A	Support	N/A	Partially support	N/A	Don't put the crossings so close to the roundabouts The autobody shop and the garage take up a lot of the public parks with vehicles they are working on, courtesy cars and staff cars .. their businesses should provide their own areas for work related vehicles instead of on the public road	N/A	No	Sue	N/A	general public user of the area
12	1304545	Support	N/A	Support	N/A	Support	Hi, can you make the angled parking all the way up on Maitland Street? Why do you plan this only for the bottom of the street? The street is wide, so it will easily fit much more angled parking than suggested. Many of the houses are students flats with multiple tenants and multiple cars, so adding more parking on the street will greatly help with parking issues. Many thanks	Support	N/A	N/A	N/A	No	Lenka Vysinova	N/A	Property manager of a rental property on Maitland Street
13	1305534	Support	See my submission document	Support	N/A	Partially support	dont need as much parking there is lots of parks already	Support	the less parking, the better	see my submission document	JDH - Submission	No	Jessica de Heij	N/A	In my personal capacity. I own a home in south dunedin and commute every day along this route
14	1306094	Support	No, sound great	Support	N/A	Support	N/A	Partially support	I believe most businesses have their own customer parking and residents prefer all day parking so they can walk along to work and thus save money on parking. By having more all day parks available, it encourages staff into the office to then support small business.	I also cycle to work frequently and heading home for me is an issue - I leave the city via Burlington St, cycle around Queens Park, down Vogel St, across SH1, then onto the shared path around the oval - because even on an ebike, I obstruct the traffic if I am on the road during peak hour by not being able to maintain speed and then need to jump the kerb. Perhaps a pedestrian crossing at the clubrooms before heading up the hill (I head up the hill to get onto the shared path alongside the motorway at The Glen) could be a solution here - or something for the bikes.	N/A	No	Amanda Gray	N/A	Regular bike commuter

#	Ref	Bus stops	Bus stops Comments	Jones St	Jones St Comments	Angled parking	Angled parking Comments	Parking restrictions	Parking Comments	Other Comments	Supporting doc	Hearings Com	Name	Org	Capacity
15	1306346	Partially support	Interestingly the bus stop due to be removed on King Edward Street is often used to change bus drivers as there is space to park either end of the official bus stop. I would suggest this needs to be considered, before you decide to close that stop.	Support	N/A	Support	N/A	Support	I would suggest that the parking on Princes Street is time restricted to allow people to park there and walk into town: thus reducing traffic in the city centre. Currently it is mainly populated by individuals who work in the city centre and are therefore parked all day: causing outrageous issues when it comes to users of the sports facilities.	N/A	N/A	No	Anon	N/A	Local resident
16	1306428	Partially support	I'm concerned about the removal of bus stops on the back side of Pak N Save - will this create too much distance between stops? However, there may be solid practical rationale for the deletion of that pair of bus stops that I am unaware of.	Support	N/A	Support	N/A	Partially support	I understand that parking restriction times may help regularly create changeover on parking, particularly around the use of the sports ground. However, a lot of people who work in town also park there for the day, so this usage is something that should also be kept in mind.	It's great to see safety improvements coming to this busy and confusing area of Princes Street!	N/A	No	Moriah Bradley	N/A	Resident/rate payer
17	1306528	Support	N/A	Support	N/A	Support	N/A	Support	N/A	N/A	N/A	No	Benjamin Tran	N/A	Visitor to the area
18	1306584	Support	This is a busy bus route and providing adequate space for commuters will continue to encourage use of our public transport network.	Support	N/A	Partially support	Angle parking helps mitigate the loss of carparks in other areas- although backing into traffic can compromise safety, and adequate space for backing needs to be provided. IMO the loss of carparks is not a big deal, and improving safety for pedestrians and cyclists is far more important to facilitate an efficient transport network.	Support	No, Princes Street is CBD area and parking turnover is helpful to encourage day users to either park further out of the CBD or find alternate routes.	N/A	N/A	No	Katie Eglesfield	N/A	N/A
19	1306988	Support	These are great! I love the idea of removing a bus stop that's not often used and making the ones that do get used better.	Support	N/A	Support	N/A	Support	N/A	N/A	N/A	No	Alice Murray	N/A	bus user

#	Ref	Bus stops	Bus stops Comments	Jones St	Jones St Comments	Angled parking	Angled parking Comments	Parking restrictions	Parking Comments	Other Comments	Supporting doc	Hearings Com	Name	Org	Capacity
20	1307165	Partially support	I believe that having in-lane bus stops opposite 738 Princes St may have the unintended consequence of increasing southbound congestion and difficulty for pedestrians crossing in this area. There are 12 routes that travel along this stretch, meaning that buses will regularly stop one southbound lane of traffic if in-lane bus stops are adopted. Given that the bus stop is located adjacent to a sports ground, it can be assumed that there will be times when there may be one or two buses picking up/dropping off larger numbers of passengers, increasing the amount of time the bus stops in the lane of traffic (or longer bus park ups to accomodate people with disabilities or issues with payment). Rather than stopping for the buses, drivers in the left lane would likely choose to move into the right lane to pass the bus, increasing the volume of cars flowing along that lane and likely decreasing the space between moving cars for pedestrians to cross at the uncontrolled pedestrian build out at the north end of the Oval. An analogous situation occurs at the Castle St/Dundas St intersection at peak time, where the constant stream of cars means that pedestrians are unable to cross and often have to wait for long periods until a car stops or a pedestrian forces a car to give way by stepping out onto the road to create a break in the traffic. The Govt has recently announced that road users will be required to give way to buses leaving bus stops in <60kmh areas by the end of the year https://www.beehive.govt.nz/release/common-	Support	N/A	Support	Seems like an excellent solution to offset the loss of parking in other areas.	N/A	N/A	I wonder if a pedestrian traffic light located on Princes St (south of the roundabout) has been considered? The sensor pedestrian traffic lights with the pedestrian refuge on Thomas Burns St works efficiently for helping keep pedestrians safe and traffic flowing efficiently. A similar set up could support the pedestrians going to and from the Oval and those that use the three nearby bus stops.	N/A	No	Natalie	N/A	Resident

#	Ref	Bus stops	Bus stops Comments	Jones St	Jones St Comments	Angled parking	Angled parking Comments	Parking restrictions	Parking Comments	Other Comments	Supporting doc	Hearings Com	Name	Org	Capacity
			sense-transport-rule-changes-confirmed I believe that having standard double-length bus stops (rather than in-lane) bus stops may be a more suitable option to keep the road safer for all. If standard double-length bus stops were adopted with some additional space as leeway, 1) buses should have sufficient space to safely pull in/out of the stops, 2) both lanes of southbound traffic could operate, reducing congestion and 3) buses would be able to re-enter the flow of traffic without delay because cars will be legally required to give way.											
21	1307266	Support	N/A	N/A	N/A	Support	Increasing car parking capacity in Maitland Street will be helpful for our members.	N/A	N/A	Otago Chess Club runs training sessions for young (10 and upwards) players on Friday evenings. As discussed with council staff, for safety reasons we request that there is a 5 minute drop-off point as near as practical to the clubrooms at 7 Maitland Street. We also request that as far as possible, noise from roadworks be minimised on Wednesday and Friday evenings when we meet. I am happy to meet with the Hearings Committee if that would be helpful, but do not need to do so if my comments are self-explanatory. We would like to express our appreciation of council staff for their efforts in making sure that we have been fully informed and consulted over the proposed changes.	N/A	No	Iain Lamont	Otago Chess Club	As president of the Otago Chess Club, on behalf of the members after discussion with our management committee
22	1307508	Support	N/A	Support	N/A	Support	N/A	Support	N/A	N/A	N/A	No	Anon	N/A	As a visitor to the area - bus passenger and pedestrian.
23	1307546	Partially support	N/A	Support	N/A	Support	N/A	N/A	N/A	Is the roundabout a fait accompli? No question about supporting this or not? It may be too late, but here's my feedback: I go through this intersection, both ways, several times a week, at peak and non-peak times. I have never seen a serious near miss, let alone a full-blown collision, or accident. There are way worse places in the city in	N/A	No	Rachel Gurney	N/A	Regular user of this intersection

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										terms of safety. Dunedin cannot cope with the rules of roundabouts, esp small, badly configured ones like this. Roundabouts should be like the big ones near the airport in Chch – you should just have to look to your right; if something is coming - wait, if nothing is coming – go. Before entering the roundabout, signal your intention to turn left or right, NOT if you are going straight, and signal left before exiting. In Dunedin, the pathetically small roundabouts mean you have to guess what people coming from all directions are going to do, before entering, and less than half of people using them indicate correctly. For the particular layout proposed for Princes St/Maitland St/South Rd, someone approaching from South Rd is going to have to check if traffic coming towards them (from the city centre) on Princes St is going to turn in front of them, (probably without indicating), AND try to see traffic coming from South Dunedin on Princes St. This traffic is travelling parallel, but will be obscured by the trees/bush that are currently there, unless these are removed. These are beautiful, often photographed, trees that signal spring with their blossom, and autumn with their colourful leaves – totally unnecessary to get rid of them. If you can see the traffic coming from South Dunedin on Princes St, and it's signalling left, how would you know if it's going to go in front of South Rd traffic, in which case they have to wait, or do a U turn up South Rd, (which many cars do), in which case South Rd traffic would be free to enter the roundabout. The whole size and configuration of the proposed roundabout, along with Dunedin road users' general lack of education on how roundabouts work, is likely to cause a lot more confusion/frustration/accidents than currently, all at					

#	Ref	Bus stops	Bus stops Comments	Jones St	Jones St Comments	Angled parking	Angled parking Comments	Parking restrictions	Parking Comments	Other Comments	Supporting doc	Hearings Com	Name	Org	Capacity
										extra cost. Please seriously re-think this proposal.					
24	1307779	Support	N/A	Oppose	Angle parking on streets like u have done on alm row is dangerous I have seen a number of near accidents as you can not see cars coming down or up the road properly	Oppose	Same as above	Partially support	N/A	N/A	N/A	No	Daniel Hobbs	N/A	N/A
25	1307938	Partially support	The bus stops at 19 and 20 King Edward Street must remain as they are. This is an essential bus stop (20 King Edward Street) for bus driver changes	Support	N/A	Support	N/A	Support	N/A	N/A	N/A	No	Connor Marshall	N/A	N/A
26	1308043	Partially support	N/A	Support	N/A	Support	N/A	Partially support	N/A	N/A	DPA Submission	Yes	Amy Taylor	Disabled Persons Assembly New Zealand	Policy representative from DPA
27	1308046	Oppose	Your proposal to impose two in-lane bus stops demonstrates your vile and vindictive hatred towards motorists. My hope is that that these will become a catalyst for opposition to your destructive anti-car policies and to the Councillors that support them. . Because the travel time along Princes St is only a few minutes, in-lane bus stops on Princes St would provide a negligible benefit to bus users, which do not justify blocking all traffic in one whole lane. This behavior encourages hostility towards the bus driver (unjustified) and towards DCC staff and Councillors (justified). . I understand that the NZTA no longer supports these in-lane bus stops and your car-hating attitude - so while you might see these two bus stops as a first step towards many more of them, there is unlikely to be financial support from central government in the future. Free flowing traffic is more important than your doomer ideology.	N/A	N/A	Support	N/A	Oppose	N/A	This is part of the Shaping Future Dunedin Transport Programme (SFDTP). All of these projects are loopy, misguided and harmful to Dunedin. Prioritizing busses and ghost cyclists at the expense of normal traffic is destructive to the prosperity of the city. . This stage one project is part of what was called the "Princes Street Bus Priority and Corridor Safety Plan". The next stages of this plan include a complete closure of the northern half of Princes St to normal traffic. This is planned to be busses only from Stafford Street to Moray Place. These bus lanes will cover the whole length of Princes Street to Maitland Street reducing the road down to two useful lanes for the southern half, and closing all lanes for the northern half. . Closing Princes Street to normal traffic is one of the most destructive of the SFDTP projects. Your secrecy about this and your gradual approach shows that you expect fierce opposition from the citizens. It shows that you lack confidence in the support from your friendly Councillors and your media partner. . The SFDTP has never had public support and projects like the SFDTP no longer have the support of the NZTA. It	N/A	No	Terry Wilson	N/A	bus user, car user, ratepayer

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										only continues because of your secrecy, slippery language and those DCC Councillors that are too lazy to read the documents and ask questions. . The Shaping Future Dunedin Transport Programme, including all stages of the Princes Street project should be abandoned. The goals of SFDTP are wrong. New transport goals are needed for Dunedin that promote prosperity and the well-being of citizens.					
28	1308059	Oppose	I am making an additional comment on my submission as I have learned of extra information (located on https://www.dunedin.govt.nz/services/roads-and-footpaths/projects/connecting-dunedin-projects/princes-street-connection) proposing a northbound in-lane bus stop on Princes Street for this project, which was not made clear on the consultation page. Princes Street serves a high-volume of buses and other vehicles during peak hours. In-lane bus stops are not recommended under certain circumstances such as high volumes of cars per hour and high numbers of buses per hour, as this can increase delays. While in-lane bus stops have some merits, there have been examples of in-lane bus stops installed in Hamilton and Wellington that have resulted in poorer outcomes and council review after installation. The most recent link for the Hamilton story is given here: https://www.stuff.co.nz/nz-news/360987016/controversial-lane-bus-stop-failed-common-sense-test-be-reviewed-hamilton (3 June 2026) Two additional stories which have been published but I am unable to share due to	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Natalie submission	No	Natalie	N/A	Resident

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			copyright (but are available through pressreader) are: Busy roads not the best place for controversial bus stops. The Post - 23 October 2023 What are in-lane bus stops? Waikato Times - 26 July 2023 The reasons I am concerned about the proposed in-lane north and southbound bus stops on Princes Street are: 1 It will increase traffic congestion during peak hours because the in-lane bus stops are located close to intersections and traffic flow will be reduced from two lanes to one when buses are stopped in the lane. 2 Having buses stopped in one lane of traffic will increase lane change behaviour near the uncontrolled pedestrian islands and make crossing the road at peak time more difficult due to less predictable lane changing and fewer/smaller spaces between cars to cross safely (see attached figure as an example) 3 An Order of Council is expected before the end of 2026 which will make it mandatory to give way to buses re-entering traffic in 60kmh or less areas (https://www.beehive.govt.nz/release/common-sense-transport-rule-changes-confirmed). Buses will soon have right of way to leave a bus stop, therefore it seems to make sense to allow two lanes of traffic to flow alongside the double length kerbside bus stop. The frequency of the buses means the likelihood of two buses pulling into a kerbside bus stop at the same time would be relatively low, allowing a single bus to manoeuvre into and out of a double length kerbside bus stop with ease.											

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29	1308074	Oppose	Bus stop at start of king Edward street is great and removing would create a large distance between bus stops	Support	N/A	Support	N/A	Support	N/A	N/A	N/A	No	Nathan William Rudd-Lee	N/A	Resident of area
30	1308192	Support	N/A	Support	N/A	Partially support	Some parks should be subject to a four-hour time restriction during business hours. This will generate some vehicle turnover while the nearby businesses and sportsground are in operation. As a minimum there should be 6 4-hour parks at the bottom end of Maitland Street.	Partially support	I support parking restriction times. The 3 parks in front of 874/874A Princes Street should have a 60-minute limit.	Gilmour Motors has operated from 874/874A Princes Street for 20 years, giving us a strong understanding of the traffic movements, parking requirements and safety considerations around the property. It is a busy site serving customers across vehicle sales, our service workshop, parts department, and Hertz and Thrifty rental operations. This creates frequent vehicle movements throughout the day and makes suitable nearby parking and safe access particularly important. Although this feedback form relates to the specific matters on which views have been sought, we also wish to record that we have had constructive consultation with DCC regarding the safety of the proposed new layout reducing from two northbound lanes to one and other aspects specific to 874/874A Princes Street (vehicle entrance loss and loss of parking in front of the property) which we expect to be part of the officer reporting to the Hearings Committee. We reserve the right to be heard on these matters.	N/A	Yes	Emma Gilmour	874 Princes Street Ltd and Emma Motor Group Limited	Property and business owner
31	1308213	Support	N/A	Support	N/A	Support	N/A	Oppose	We do not need more parking on Princes Street. We need more road space allocated to other users, such as people walking and cycling.	I generally support the proposed changes, but there does not appear to be enough thinking or planning for improving cycling on Princes St. I understand that the current GPS does not support cycling infrastructure. However, this particular doesn't proposal doesn't need to introduce cycling infrastructure. Rather, the carriageway should be left such that it enables the future of cycling infrastructure.	N/A	Yes	Daniel Basubas	N/A	Person - Dunedin resident
32	1308222	Partially support	N/A	Support	N/A	Oppose	Concern that the proposed angle parking will restrict the lane size for vehicles crossing one another. Also, Maitland Street has a significant narrowing, which creates a	Partially support	19B Melville Street Central Dunedin	I do not think this stage goes far enough. It makes sense to me that if these changes are being made, they need to include the intersection of Princess and Andersons	N/A	No	Tim Pettengell	N/A	Melville Street resident

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							hazard of its own. Angle parking will only make this worse. Also, in my experience, turning left from Melville Street into Manor Place is especially hazadous due to the sudden movement of parked cars. A similar problem will be created in these Streets through angle parking.			Bay Road (opposite the old bus depot). From my experience, this intersection is more dangerous than the intersection being replaced with a roundabout.					

DPA - Submission Document

Disabled Persons Assembly NZ

July 2026

To Dunedin City Council

Please find attached our submission on Lower Princes Street Changes

For any further inquiries, please contact:
Amy Taylor
Kaituitui Ōtepoti/ Community Connector Dunedin
Kaituitui.ootepoti@dpa.org.nz

Introducing Disabled Persons Assembly NZ

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

We recognise:

- Māori as Tangata Whenua and Te Tiriti o Waitangi/Treaty of Waitangi as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the Social Model of Disability as the guiding principle for interpreting disability and impairment;
- the United Nations Convention on the Rights of Persons with Disabilities as the basis for disabled people's relationship with the State;
- the New Zealand Disability Strategy as Government agencies' guide on disability issues; and
- the Enabling Good Lives Principles and the Atoatoali'o National Pacific Disability Approach as avenues to disabled people gaining greater choice and control over their lives and supports.

We drive systemic change through:

Rangatiratanga / Leadership: reflecting the collective voice of disabled people, locally, nationally and internationally.

Pārongo me te tohutohu / Information and advice: informing and advising on policies impacting on the lives of disabled people.

Kōkiri / Advocacy: supporting disabled people to have a voice, including a collective voice, in society.

Aroturuki / Monitoring: monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

The Submission

Construction of a four-leg roundabout at the intersection of Princes Street, South Road and Maitland Street

Disabled Persons Assembly (DPA) supports the proposed roundabout, as the current intersection is difficult and potentially unsafe to navigate. However, while roundabouts can improve traffic flow, they can create additional challenges for pedestrians, particularly disabled people, older people, and children. We encourage the inclusion of safe, accessible pedestrian crossings with appropriate crossing points, tactile paving, kerb ramps, and adequate crossing times to ensure the intersection is accessible for everyone.

New angled parking on Maitland Street, Lees Street and Jones Street

DPA welcomes the proposed increase of 17 parking spaces. However, there is a shortage of mobility parking in this area, and we strongly recommend that additional mobility parks are included as part of the project. These should be located on relatively flat ground wherever possible, as steep gradients can make it difficult or unsafe for wheelchair users and people with mobility impairments to enter and exit their vehicles.

One-waying of Jones Street

DPA has no significant concerns regarding the proposal to make Jones Street one-way.

Bus stop improvements and removal of redundant bus stops

DPA supports improvements to bus infrastructure but is concerned about the removal of bus stops. Increasing the distance between stops can create barriers for

disabled people, particularly in a hilly area such as this, where even a short additional walk may make public transport inaccessible.

We also encourage careful consideration of the increased use of in-lane bus stops. While these improve efficiency for bus services, they can present safety risks for pedestrians, particularly children, who may attempt to cross behind a stopped bus into moving traffic. If additional in-lane bus stops are introduced, they should be accompanied by public education promoting safe crossing behaviour and designed with clear, accessible pedestrian crossing points nearby.

Intersection narrowing of Lees Street, Jones Street and Melville Street

DPA supports intersection narrowing where it reduces crossing distances and improves pedestrian safety. Narrower crossings can make it easier and less physically demanding for disabled people, older adults, and families with young children to cross the road safely.

Changes to parking restrictions

DPA has concerns that the proposed parking restrictions do not adequately consider the needs of disabled people accessing sporting and recreational facilities at the Oval. Accessible parking in this area is extremely limited, making it difficult for disabled parents, carers, participants, and spectators to attend activities.

We recommend the provision of additional mobility parking close to the Oval. Existing short-stay restrictions, such as P10 and P30, are not suitable for parents supporting children participating in organised sport, where attendance typically exceeds these time limits. Longer-duration mobility parking would enable disabled

parents and carers to remain with their children during practices and games, ensuring equal access to community recreation and sporting opportunities.

Jessica de Heij - Submission Document

Submission on the Princes St Connection Project – Stage 1 Consultation

This is a personal submission as I use this corridor regurlary either via car, bus or by bike. I live in Caversham and work in the city. Also once a month I have to go to Maitland street (which is now unsafe by bike, so I drive).

5 days a week I will use this corridor. During winter a bit more by bus, but normally 5 days a week I cycle along this corridor, including past the bus stop at the corner of Princes St and Andersons Bay Rd to get to Vogel Street, to get to work. At the moment it is quite unsafe for people like me (I have heard of multiple people getting into bike accidents here), and I can't imagine how unsafe it must be for people with a disability, older people, or parents trying to cross here with a pram. I cant even imagine children trying to walk or cycle here too.

Princes St is one of the most important routes connecting South Dunedin to the city centre. For many people who live in South Dunedin, driving is not a choice. It is the only realistic option, because walking or cycling this corridor is too dangerous, and reaching a bus stop safely can be difficult as well. This matters because South Dunedin is one of the more deprived parts of Dunedin, with a higher proportion of households without reliable car access. At a time when the cost of living and fuel costs are placing real pressure on household budgets, having safe alternatives to driving is not a nice-to-have, it is a practical necessity for many families on this corridor. And its unimaginable to me that we basically have a motorway road just 2km from the city centre even though we have the actual motorway one street furter down.

Stage 1 makes some genuine improvements, and I want to acknowledge those. But my central concern is this: the section of the corridor that is most hostile to people on foot and by bike – the wide, fast, multi-lane stretch opposite the Jones St/Melville St intersection, past the Caledonian Ground toward Andersons Bay Rd – is within Stage 1's scope, and the current proposal does not meaningfully change it. The project reconfigures intersections and parking, but the experience of walking or cycling past that stretch will be just as unsafe once this work is finished as it is today.

What this proposal gets right

The roundabout at Princes St/South Rd/Maitland St should calm traffic speeds through that stretch. The bus stop upgrades are a real improvement; extended stops and a new double-length stop make the route more functional for public transport users. Relocating parking from Princes St to side streets such as Jones St, Lees St, and Maitland St also makes sense, particularly given the weekend demand generated by the nearby sports grounds. These are steps in the right direction.

The roundabout needs pedestrian crossings

The roundabout design on south rd / maitland st is great and I really want to congratulate the staff on such great design. However, roundabouts without formal pedestrian crossings are difficult and intimidating to navigate on foot, particularly for older people, children, and people with disabilities. Zebra crossings should be incorporated into the roundabout design as a baseline requirement. Otherwise this

just lead to conflicts and accidents as cars are unsure if they need to stop or drive. The same goes with pedestrians and cyclists which leads to very dangerous situations especially because this is a very busy intersection.

If this gets fixed I personally would feel safe on a bike, otherwise I wouldn't dare to navigate this roundabout.

Raised table crossings at side street intersections

At intersections such as Jones St and Melville St, I would encourage the project team to consider raised table treatments that continue the footpath level across the side street entry. This gives pedestrians physical as well as legal priority over turning vehicles, and removes the current arrangement where the footpath drops to road level and pedestrians are implicitly expected to yield. These treatments are low cost relative to the wider project and make a significant difference to how safe and legible the walking environment feels. An example is the plastic raised table outside Carisbrook school, which really slows down cars to 20-30kmh and I assume is cheaper to install compared to a permanent one.

Bike parking at upgraded bus stops

The upgraded and extended bus stops are an opportunity to enable bike-and-ride – cycling to the stop, parking the bike, and continuing by bus. For people who live on streets that connect to Princes St but cannot safely cycle the full corridor to the city, this is a practical option. It requires nothing more than a bike stand at each upgraded stop. I would ask that this be included as a standard element of the bus stop upgrades especially heavily used stops.

The stretch opposite Jones St/Melville St needs more than this

The shared path along the park edge in this section is currently the only option for people cycling or walking here. It serves pedestrians, cyclists, and bus users simultaneously on a narrow strip, set back from the road and poorly integrated with the bus stop it serves. The carriageway alongside it is extremely wide – four lanes with a painted median – and the crossing distances to reach the bus stop or continue on foot are significant. Given that this section sits within Stage 1, I would ask the project team to treat it as a priority for design attention, not an area where the existing shared path is assumed to be adequate. Why aren't we redirecting traffic to SH1? Keeping the stretch of princess street safer after the crossing with Anderson Bay Rd.

Also a road diet wouldn't go amiss here. Here an example of my hometown in the Netherlands which is a busy road but way friendlier to people walking and cycling (with lots more green on the footpaths/bike lanes and on the middle of the road):



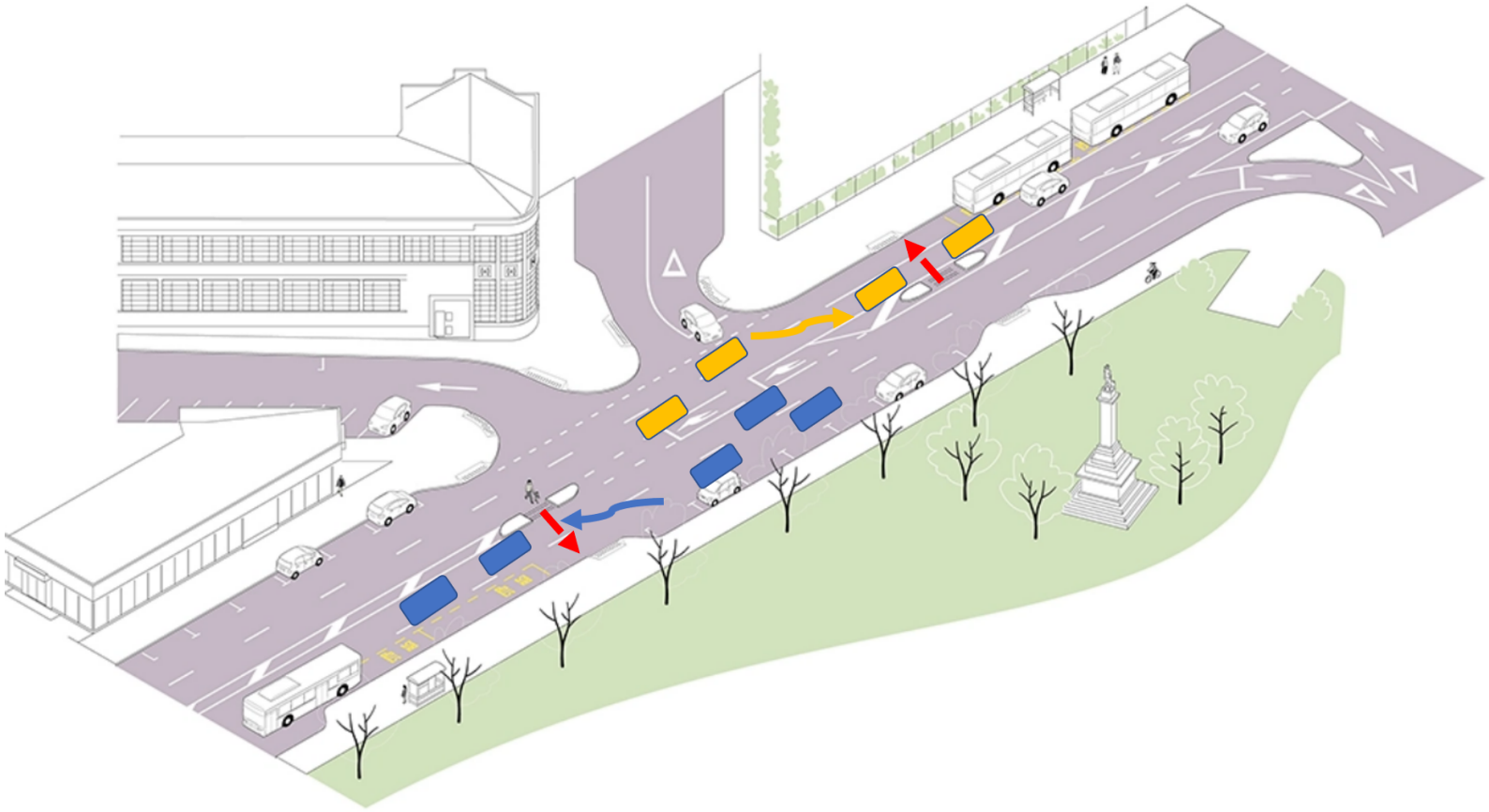
Design for future cycling infrastructure now

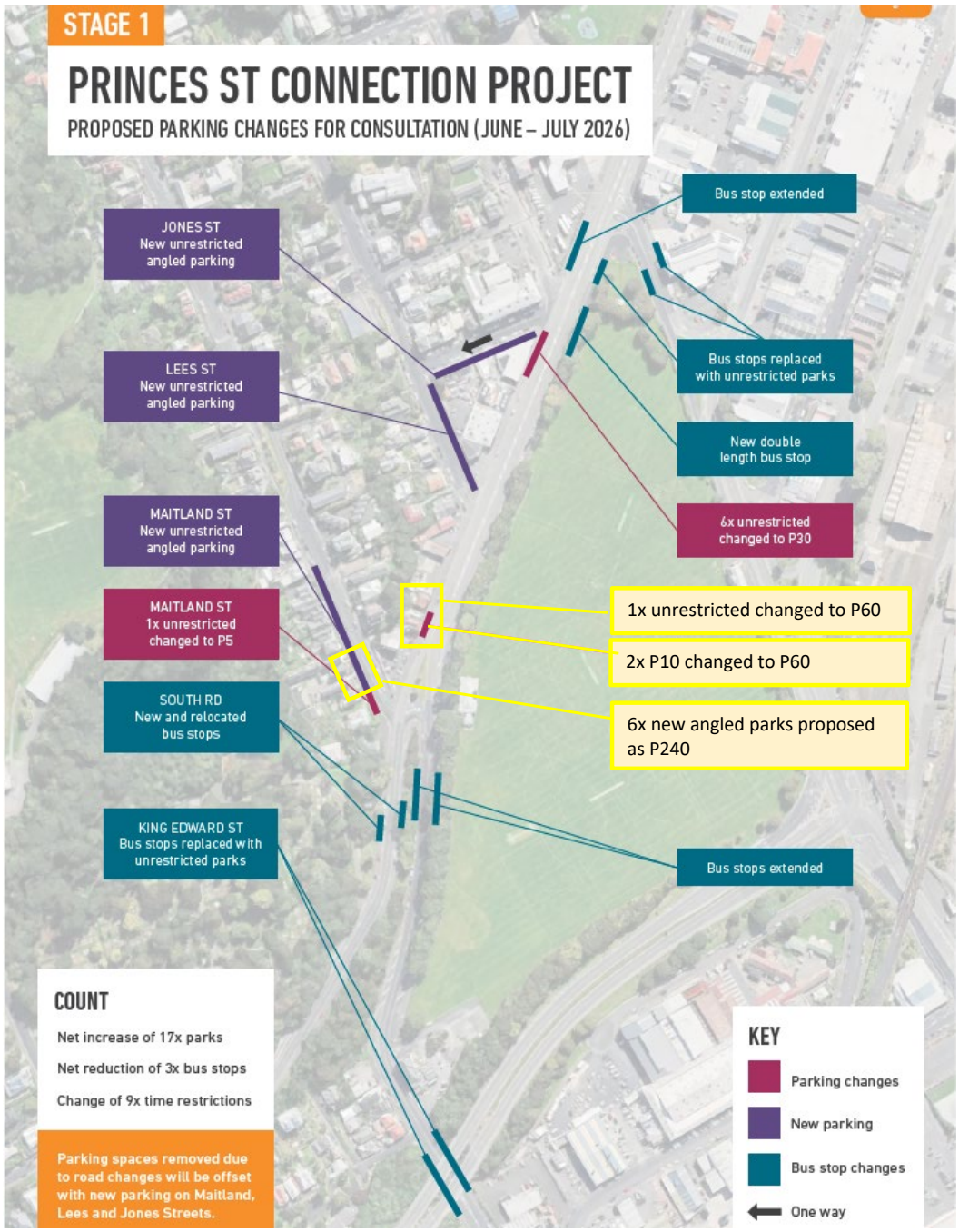
I understand that current government policy limits the inclusion of new cycling infrastructure in projects like this. But while the corridor is being reconfigured, I would strongly encourage the project team to reserve sufficient carriageway width so that a bike lane can be retrofitted in a future stage. Given the width of this road, there is space to do this. Locking in a layout that forecloses future cycling provision would be very difficult to justify.

I support the project proceeding. The bus and parking improvements are worthwhile. But the test of this project should not be whether it improves traffic flow, **it should be whether a South Dunedin resident without a car, or who cannot afford to run one, has a safer and more practical way to get to the city when it is complete. On that measure, Stage 1 as currently proposed falls short. I hope the project team will treat that as an invitation to go further, not a reason to stop here.**

Thank you.
Jessica de Heij

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STAGE 1
PRINCES ST CONNECTION PROJECT
PROPOSED PARKING CHANGES FOR CONSULTATION (JUNE – JULY 2026)
JONES ST
New unrestricted angled parking
LEES ST
New unrestricted angled parking
MAITLAND ST
New unrestricted angled parking
MAITLAND ST
1x unrestricted changed to P5
SOUTH RD
New and relocated bus stops
KING EDWARD ST
Bus stops replaced with unrestricted parks
Bus stop extended
Bus stops replaced with unrestricted parks
New double length bus stop
6x unrestricted changed to P30
1x unrestricted changed to P60
2x P10 changed to P60
6x new angled parks proposed as P240
Bus stops extended
COUNT
Net increase of 17x parks
Net reduction of 3x bus stops
Change of 9x time restrictions
Parking spaces removed due to road changes will be offset with new parking on Maitland, Lees and Jones Streets.
KEY
Parking changes
New parking
Bus stop changes
One way