Ōtepoti Pathways

DRAFT

Dunedin's Walking, Wheeling and Cycling Strategy 2026 - 2057

ENGAGEMENT SUMMARY

2026



DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

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Executive Summary

This document summarises the engagement activities, stakeholder and community feedback received on the draft Ōtepoti Pathways Strategy - the walking, cycling and wheeling vision for Ōtepoti Dunedin. The feedback and insights gathered from key stakeholders, organisations and communities have been analysed, summarised and presented in this report to provide an overview of support, concerns, suggestions and views held by the public.

Targeted engagement with stakeholder groups began in July 2026, followed by a public consultation between 14 September and 16 October 2026. During the public consultation, 746 submissions were received in total from individuals and organisations.

The majority of submissions to the public consultation were supportive of the draft vision and goals. Nearly two-thirds (63%) were supportive, including 49% who were strongly supportive and 14% who were supportive. In comparison, 33% were unsupportive, comprising 23% who were strongly unsupportive and 10% who were unsupportive. A further 3% of submitters were neutral, while the remaining 1% did not provide a response to this question.

This means that approximately one in three submitters did not support the draft vision and goals. Their submissions raised a range of concerns about the strategy's overall direction and priorities, as well as potential implementation costs, competing infrastructure priorities, traffic flow and the potential loss of on-street parking.

Submitters provided extensive information on specific routes, destinations and network connections. There were also personal stories, and a range of opportunities were raised to reduce the existing barriers for walking, cycling and wheeling across Ōtepoti Dunedin.

Key Findings

Five key themes emerged consistently throughout engagement on the draft strategy.

Theme	Commentary	
Safety	Safety was the most common theme raised by submitters, with widespread support for safer walking, cycling and wheeling infrastructure.	Among supportive submitters, 75% identified at least one key walking safety or infrastructure barrier, including traffic safety concerns, difficulty crossing roads safely, or inadequate footpaths. Similarly, 92% of supportive submitters identified either safety concerns, a lack of safe cycle routes and crossings, or both as barriers to cycling and wheeling.
Connected networks	Desire for a more connected network was a recurring theme throughout the consultation.	More than 25% of supportive submitters noted that while existing walking and cycling facilities are valuable, they are often disconnected and difficult to use as part of a complete journey.
Transport choice	Submitters expressed a strong desire for genuine transport choice and reduced dependence on private vehicles.	Many submitters highlighted the need for a transport system that provides safe, convenient and practical alternatives to driving, allowing people to choose the mode of travel that best suits their journey.
Supporting children and independence	Many submitters described a vision for a city where children can safely and independently travel to school, sports, recreation and other daily activities.	Almost 20% of supportive submitters specifically referenced a future where children can walk, cycle or wheel independently and safely. This aspiration was often linked to improved safety, connected networks and neighbourhoods that support independent mobility and social connection.
Accessibility and inclusion	Accessibility and inclusion emerged as a key consideration.	Submitters frequently emphasised that the strategy's success will depend on creating an inclusive network that enables everyone to travel safely, comfortably and independently regardless of their age, mobility or circumstances.

While the majority of submitters were supportive of the draft vision and goals, they also raised concerns about potential impacts of future walking and cycling projects on other transport modes. The most common concerns related to future project costs, traffic flow, integration with public transport, and the potential loss of on-street parking.

This report summarises the findings from the engagement and consultation on the draft strategy and highlights key themes that emerged. It does not propose or confirm any changes to the draft strategy. Any potential changes will be considered by Council through a workshop in early 2027 before the strategy is presented back to Council for final adoption shortly after.

About the Strategy

The Ōtepoti Pathways Strategy will set a long-term direction for improving walking, cycling and wheeling across Ōtepoti Dunedin. It will help create a safer, more connected and accessible city where people of all ages and abilities will have more choices for getting around, whether it is for everyday trips, recreation, tourism or connecting with their communities.

The draft strategy provides a shared vision for the future, identifies opportunities for better connections between neighbourhoods, schools, workplaces, recreational areas and key destinations, and helps guide future investment decisions and priorities over the next 30 years.

The draft strategy:

- establishes a vision for walking, wheeling and cycling
- sets goals and objectives for the next 30 years
- identifies priority areas and future network connections
- identifies an investment hierarchy to guide the Dunedin City Council (DCC) funding decisions.

Draft vision

"In Ōtepoti Dunedin, it is safe and easy for people of all ages and abilities to walk, cycle or wheel for everyday travel."

Draft goals

The draft strategy includes four 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.	**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.
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.	**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.

Engagement Overview

The Draft Ōtepoti Pathways Strategy was developed by the DCC Transport team with input from other DCC teams and Councillors through collaborative workshops. Early feedback on the draft strategy was gathered from key partners and stakeholders between July and October 2026. The feedback helped further refine the draft strategy before public consultation.

The public consultation took place from 14 September to 16 October 2026. Members of the public, groups and organisations were invited to submit feedback through an online or paper survey.

Objectives of the public consultation

The public consultation was designed to:

- understand the community's level of support for the draft vision and goals
- identify any significant omissions or gaps
- identify existing barriers to walking, cycling and wheeling
- identify opportunities where the strategy could place greater emphasis
- understand the community's long-term vision for walking, cycling and wheeling over the next 30 years
- identify additional considerations and priorities that could inform and strengthen the final strategy
- provide opportunity to comment and provide any feedback.

The survey form used for public consultation is available in Appendix 1.

Communication and engagement methods

The tables below outline the communications and engagement methods that were used to gather community feedback on the draft Ōtepoti Pathways Strategy.

Table 1: Engagement methods

Activity	Date	Description
Targeted engagement with key stakeholders	July- October 2026	Feedback was gathered from 17 stakeholder groups and organisations. This input was used to further refine the draft strategy before public consultation. The full list of identified stakeholders is available in Appendix 2.
Cycle Hui	8 October 2026	Cycle infrastructure and service providers came together to collaborate and share what is currently being done to improve cycling and active mobility in Dunedin.
Family Bike Day	11 October 2026	Annual DCC and Plunket-run family-oriented, bike themed event at Marlow Park. Information about the draft strategy and public consultation was promoted.

Table 2: Communication methods

Activity	Date	Description
Email to Councillors	11 September 2026	Final details about public consultation shared.
Email to key stakeholders	14 September 2026	Public consultation information shared.
Webpage	14 September 2026 onwards	Information on the draft strategy and the public consultation, including a link to the consultation form.
Public consultation	14 September to 16 October 2026	• via DCC website • via paper survey forms available at DCC Customer Services area and public libraries
Posters	21 September to 16 October 2026	Promotion of public consultation. Posters were placed at key destinations in priority areas and along walking and cycle routes.
Facebook paid advertisement	14 September to 16 October 2026	Promotion of public consultation.
DCC Facebook posts	14 September 2026 30 September 2026	Promotion of public consultation.
Media release	14 September 2026	Overview of consultation with links to webpage and public consultation.
Advertisement		• ODT (online, print) 19/09, 03/10 • Star (online, print) 17/09, 08/10 • Critic 14/09, 29/09 • POWA 03/10 • Blueskin News 01/10 • Green Island Informer 01/10 • Rothesay News 01/10 • Facebook (boosted posts) • Community newsletters • Online during DCC livestreams during adjournments

Targeted engagement

Stakeholders and communities of interest

Targeted stakeholder engagement was undertaken from July to October 2026, mostly prior to the public consultation period. Engagement focused on the draft vision, goals, and future connections, seeking feedback on any significant omissions or areas for improvement. Full lists of stakeholder groups engaged with are available in Appendix 2.

All groups and organisations that engaged during this period were generally supportive of the draft strategy, and most also made submissions to the public consultation. Feedback gathered highlighted the importance of a monitoring and reporting framework, and eagerness for ongoing engagement and collaboration.

Some of the feedback collected at this point was reflected as changes made to the draft strategy prior to the public consultation.

These changes included:

- a greater focus on tourism and economic benefits
- development and inclusion of an investment hierarchy
- changes to maps and illustrations.

Cycle Hui

A Cycle Hui was organised by the DCC on 8 October 2026 to bring together cycle infrastructure and service providers and discuss current and future cycling and active mobility improvement projects in Dunedin. Feedback on the draft strategy was gathered through breakout sessions, where participants also discussed collaboration opportunities, priorities and visions for cycling in Dunedin. Findings from these sessions have been documented and will be considered for the final strategy and the implementation plan. A list of attendees and participants of the hui can be found in Appendix 2.

Family Bike Day

Family Bike Day was held on 11 October 2026. It is an annual DCC/Plunket run family oriented, bike themed event at Marlow Park. DCC Transport staff attended and talked to the community about the strategy and encouraged submissions. Staff engaged with approximately 20 families.

Public Consultation

Public consultation was undertaken between 14 September and 16 October 2026, during which members of the public were invited to make submissions on the draft strategy via an online survey which could be accessed via the DCC website, as well as a print survey form available at the at DCC Customer Services Area and Dunedin Public Libraries.

All public consultation submissions are available to Councillors and the community on the DCC website.

About the submissions

The 746 submissions provide a substantial range of community perspectives and experiences. However, participation was voluntary and the results should not be interpreted as statistically representative of the Dunedin population as a whole. The level of support expressed reflects the views of those who chose to participate in the consultation, rather than the views of the wider population.

Website access

The draft Ōtepoti Pathways Strategy webpage was visited a total of 6,228 times, with 3,443 user engagements[1] and 746 submissions during the consultation period. Figure 1 below shows activity on the draft Ōtepoti Pathways Strategy webpage. Notable peaks in activity align with the DCC's social media activity.

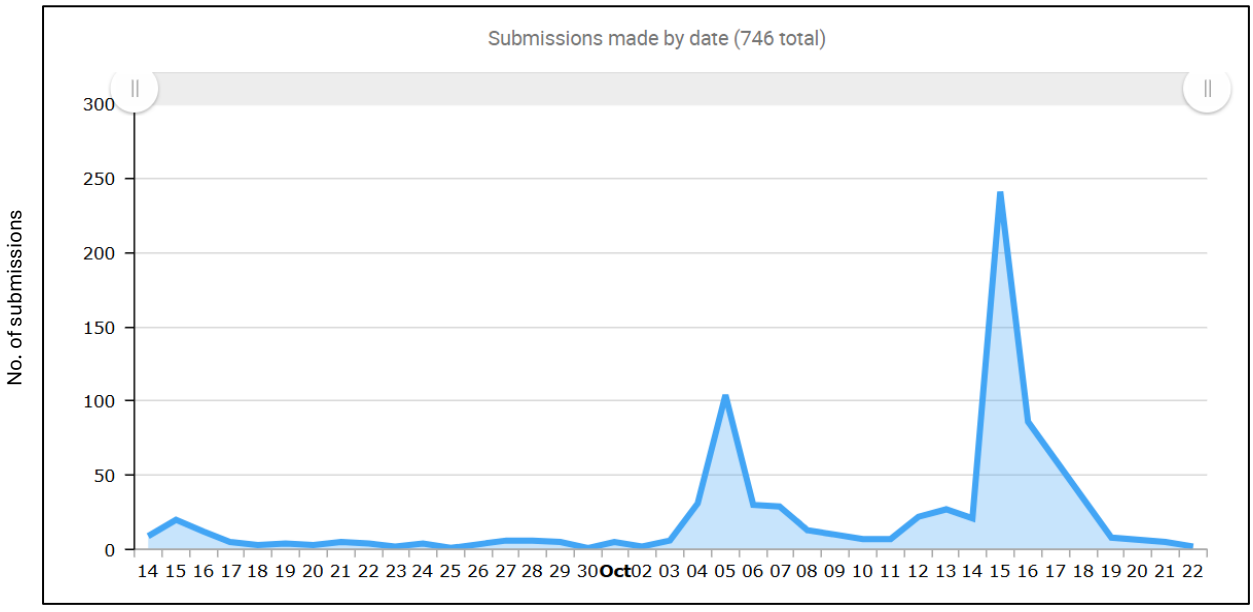


Figure 1: Trend graph highlighting submission log activity[2]

[1]User engagements include number of users that engaged with the webpage. This includes accessing the link to the Strategy or selecting drop-down menu buttons.

[2] Submissions that appear to have been submitted after the closing date are a result of staff inputting paper forms, not late submissions.

Age groups

686 submitters disclosed their age group in the survey. A wide range of age groups responded to the online survey, with the largest response coming from the 30-49 age group. 49% of submitters were aged under 50 years while 51% were over 50 years of age.

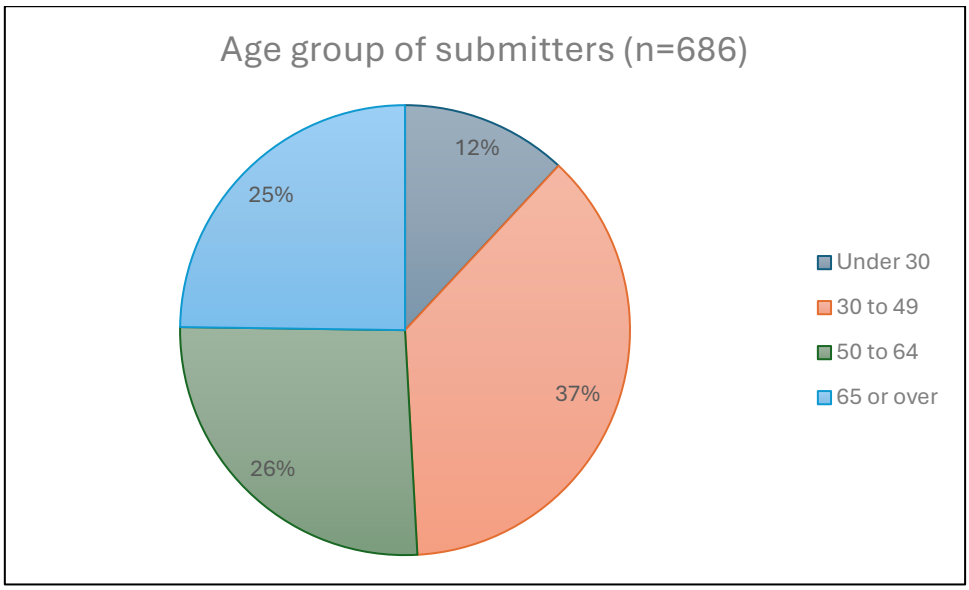


Figure 2: Age groups of submitters

Gender

668 submitters disclosed their gender in the survey. There was a relatively even split of male and female submitters, with a slightly higher male representation: 53% male, 46% female, and 1% gender diverse.

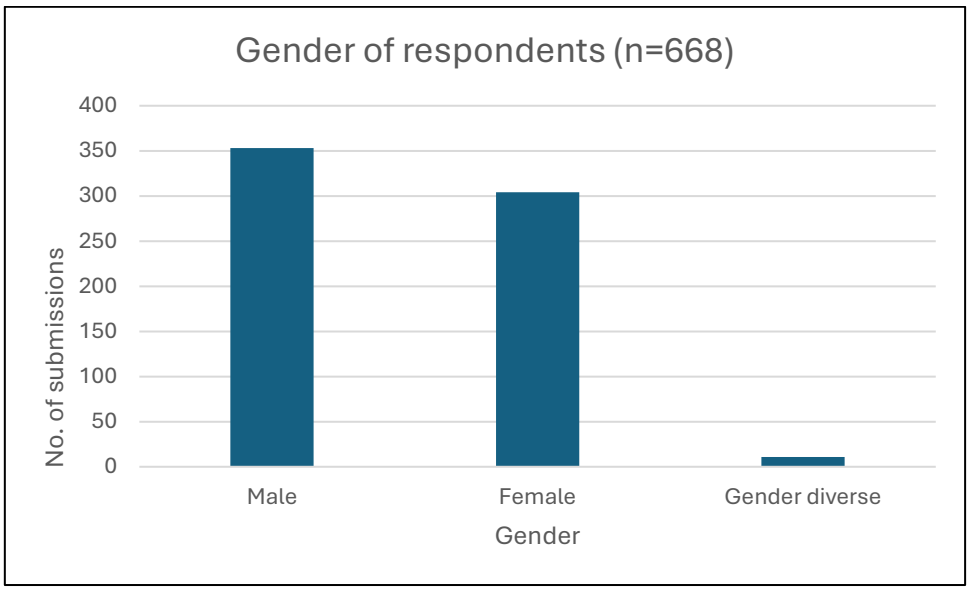


Figure 3: Gender of submitters

Ethnicity

New Zealand Europeans had the greatest representation among survey submitters. Compared to 2018 census data, New Zealand Europeans were over-represented whereas all other ethnicities were under-represented, including Māori, European, Asian, Pacific People and Middle Eastern/Latin American/African (MELAA). Because submitters were able to select more than one ethnicity, the total % in Table 3 adds up to above 100%. Māori iwi and hapū most identified included Kai Tahu, Ngāi Tahu, Ngāpuhi, Te Ātiawa, Waitaha, and Kāti Māmoe.

Table 3: Ethnicities of submitters

Ethnicity	Percentage	Percentage Dunedin Census data 2018
New Zealand European	81.5%	86.6%*
European	11%	* (Included above)
Other	5.9%	1.4%
Māori, New Zealand European	4.8%	9.3%
Asian	2.7%	7.8%
Pacific People	0.7%	3.2%
Middle Eastern / Latin American / African (MELAA)	1.0%	1.5%
Total	107.6%	109.8%

The demographic information indicates that some groups were less represented among submitters than others. In particular, Māori, Pacific and Asian communities were under-represented in comparison with the 2018 Census data used for this analysis. This means the findings should not be assumed to fully reflect the perspectives and experiences of these communities. This is an important consideration when interpreting the results and identifying opportunities for further engagement as the strategy progresses.

Types of transport users

The survey asked submitters what best described the modes of transport they regularly choose[3]. Of the 686 submitters that provided transport information, the most common selections made by submitters were *walk regularly* (75%) and *motorist* (73%), followed by *cycle regularly* (40%) and *public transport user* (31%). The least selected modes of transport were *use of a mobility aid* (2%) and *use a scooter* (2%). The most common combinations were: *walk regularly + motorist* (86*); walk regularly + cycle regularly + motorist* (79); and *primarily motorist* (76).

[3] Submitters were able to select more than one mode of transport, therefore the total % in the graph adds up to more than 100%.

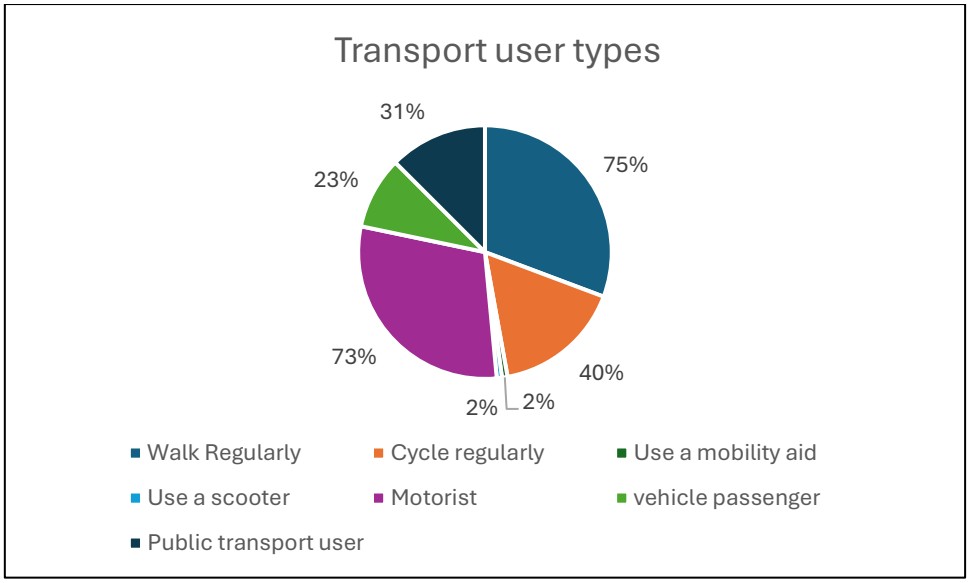


Figure 4: Transport user type

Community areas

99 different community areas were represented by submitters who disclosed this information. The top 20 community areas with the highest number of submissions are shown in the graph below.

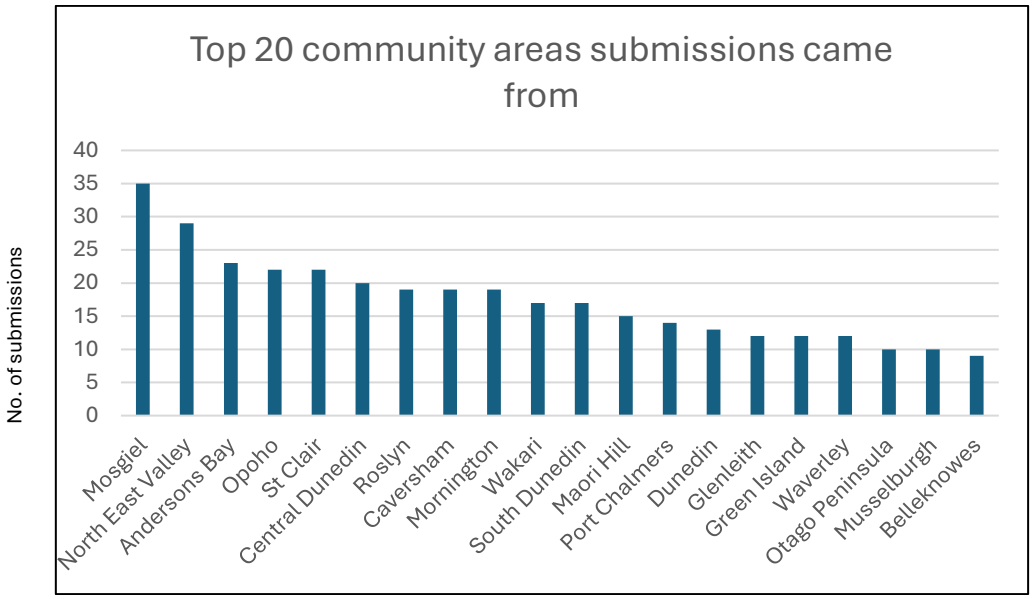


Figure 5: Graph showing the numbers of submissions per community area

The top 20 community areas submissions came from included all priority areas identified in the draft strategy, including Mosgiel (35 submissions), Andersons Bay/Musselburgh (33 submissions), Northern Hill suburbs[4] (78 submissions), South Dunedin suburbs[5] (46 submissions) and Dunedin Central[6] (31 submissions).

[4] Northern Hill suburbs including Brockville, Roslyn, Kaikorai, Maori Hill, Helensburgh, Halfway Bush, Wakari.
[5] South Dunedin suburbs including St Clair and St Kilda.
[6] Dunedin Central including City Rise and North Dunedin (university area).

High numbers of submissions were also received from the following areas: North East Valley/Opoho (51), Southern Hill suburbs[7] (36), West Harbour (38), Otago Peninsula (33) and Caversham (19).

Submissions were also received from Southern Coast suburbs[8] (23), Northern Coast suburbs[9] (13), Taieri Plains[10] (12) and Middlemarch (1).

Submissions from groups and organisations

Group submissions were received from 42 businesses, groups and organisations. Many submissions reiterated topics and concerns raised during targeted engagement, including the inclusion of an investment hierarchy, monitoring and maintenance framework, advocacy for improvements in their area of interest and a need for more collaboration and partnership.

Refer to Appendix 2 for a full list of the group submissions.

[7] Southern Hill suburbs include Belleknowes, Kenmure, Mary Hill, Mornington, The Glen
[8] Southern Coast suburbs include Blackhead, Brighton, Kuri Bush, Taieri Mouth, Taieri Beach and Waldronville.
[9] Northern Coast suburbs include Waikouaiti, Waitati and Warrington.
[10] Taieri Plains includes Allanton, Outram, East Taieri, Taieri and Wingatui.

Key findings

Level of support for the draft vision and goals

Survey question 1a: Overall, do you support the vision and goals of the draft Ōtepoti Pathways Strategy?

Overall feedback was positive, with 63% of submissions in *support* or *strong support*. 3% of submissions were *neutral*, and 33% indicated they *did not support* or *strongly did not support* the draft vision and goals. The remaining 1% did not respond to this question.

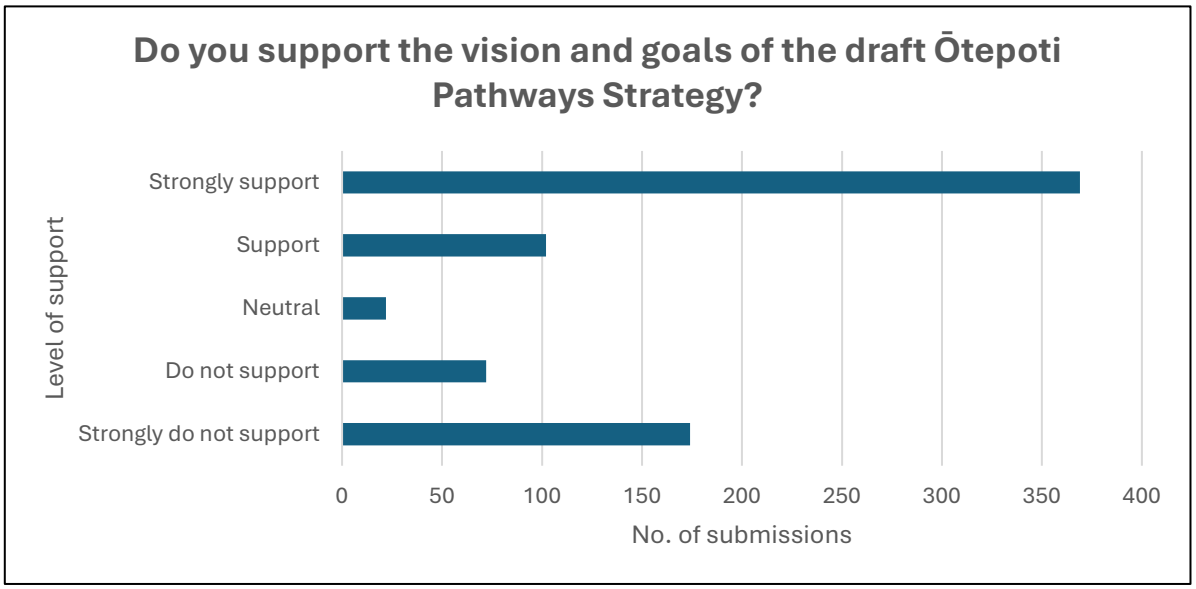


Figure 6: Responses to public consultation survey question 1a

Age groups and level of support

The survey results showed a relationship between age groups and level of support for the draft vision and goals. Among submitters who provided their age, almost half (44%) of those who supported or strongly supported were aged 30-49, while this age group only made up 37% of all submitters.

Support was highest among younger submitters, with 89% of those under 30 and 78% of those aged 30-49 indicating support (Figure 7). While support decreased with higher age groups, the majority of submitters aged 50-64 (56%) supported the strategy. For submitters aged 65 and over, support was lower at 43%.

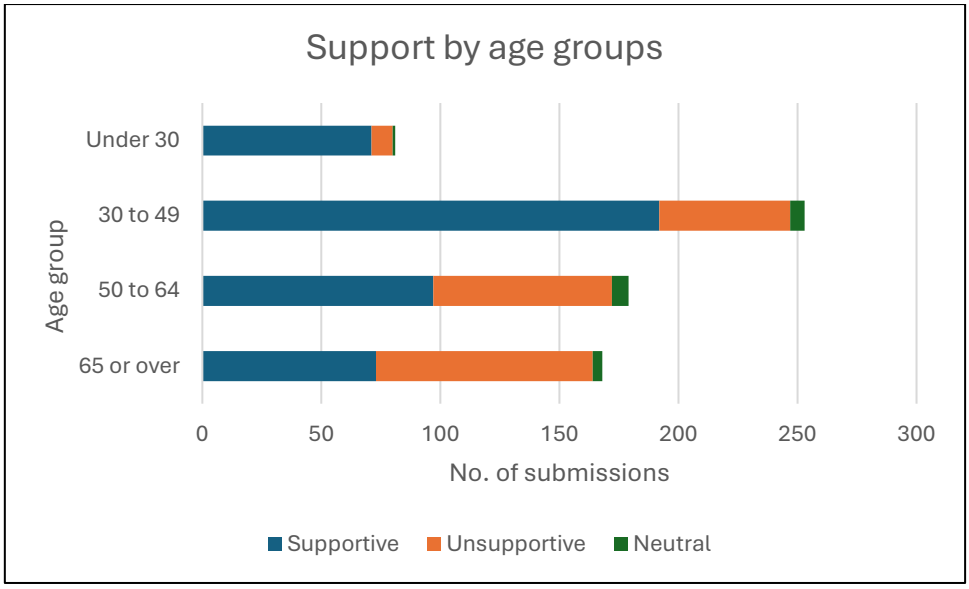


Figure 7: Level of support by age groups

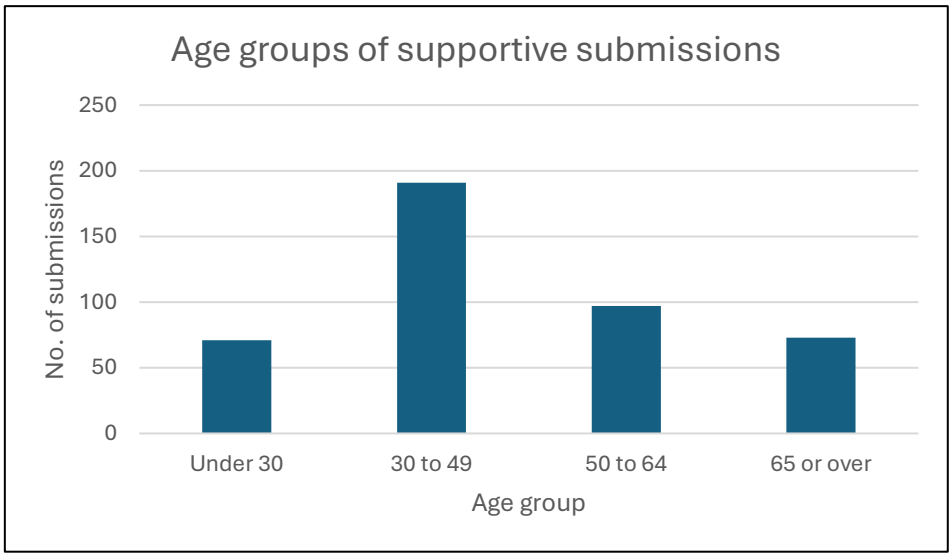


Figure 8: Age groups of supportive submissions

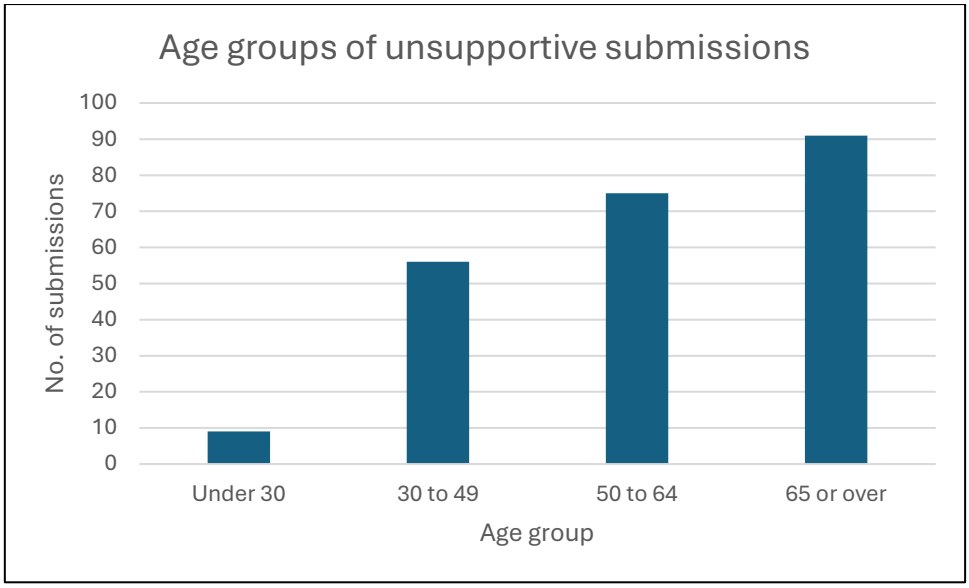


Figure 9: Age groups of unsupportive submissions

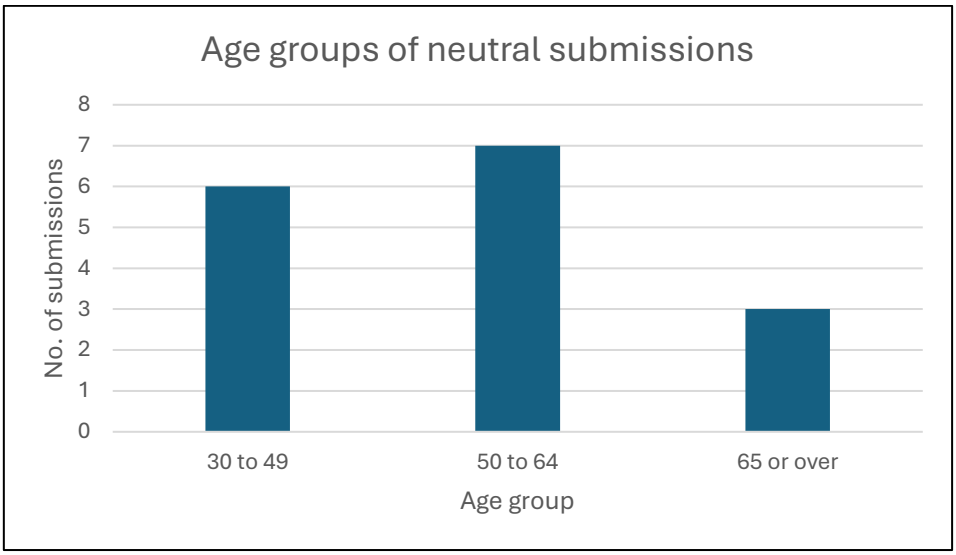


Figure 10: Age groups of neutral submissions

Gender and level of support

Of the 649 submitters who disclosed gender information, 65% of both male and female submitters were supportive of the draft strategy. Support was even higher among gender diverse submitters, with 90% indicating support (Figure 11). These results suggest that there was no significant relationship between the level of support for the draft vision and goals, and gender.

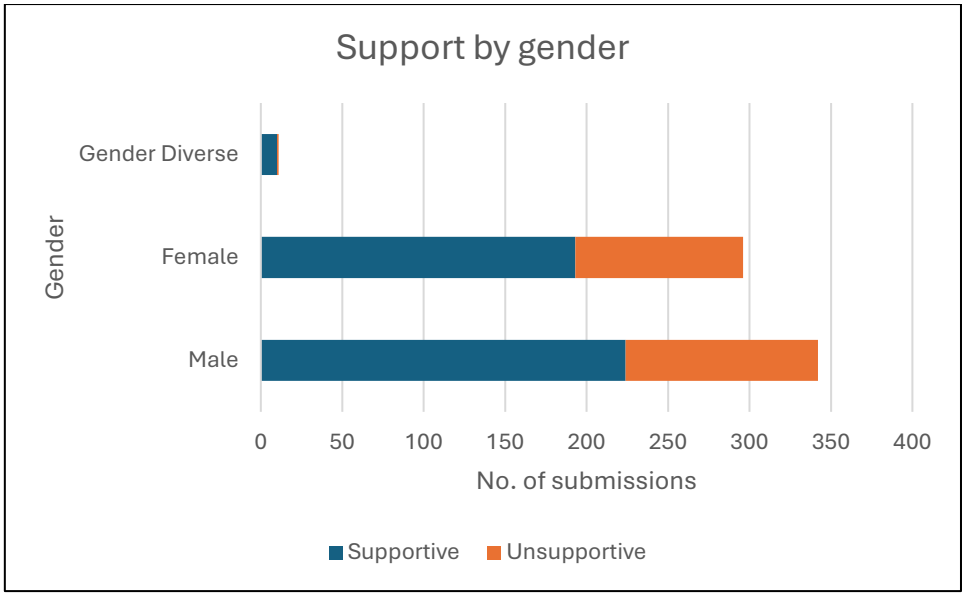


Figure 11: Level of support by gender

Transport choices and level of support

There was a clear relationship between transport choices and the level of support from submitters. Active transport users were more prevalent among supportive submitters, and motorists were more prevalent among unsupportive submitters.

Of the 432 supportive submitters, 83% were regular walkers, 67% were motorists, 66% were regular cyclists and 47% were public transport users[11].

Of the 231 unsupportive submitters, 84% were motorists**,** 61% were regular walkers, 25% were public transport users and 18% were regular cyclists.

[11] Because respondents were able to select more than one way to travel, the total % in the graph adds up to above 100%.

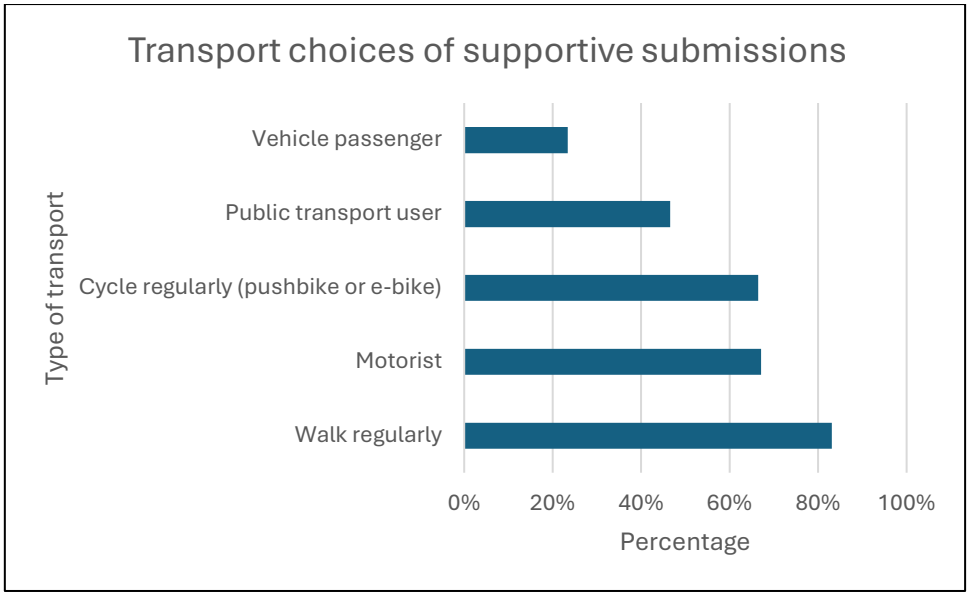


Figure 12: Types of transport users among supportive submissions

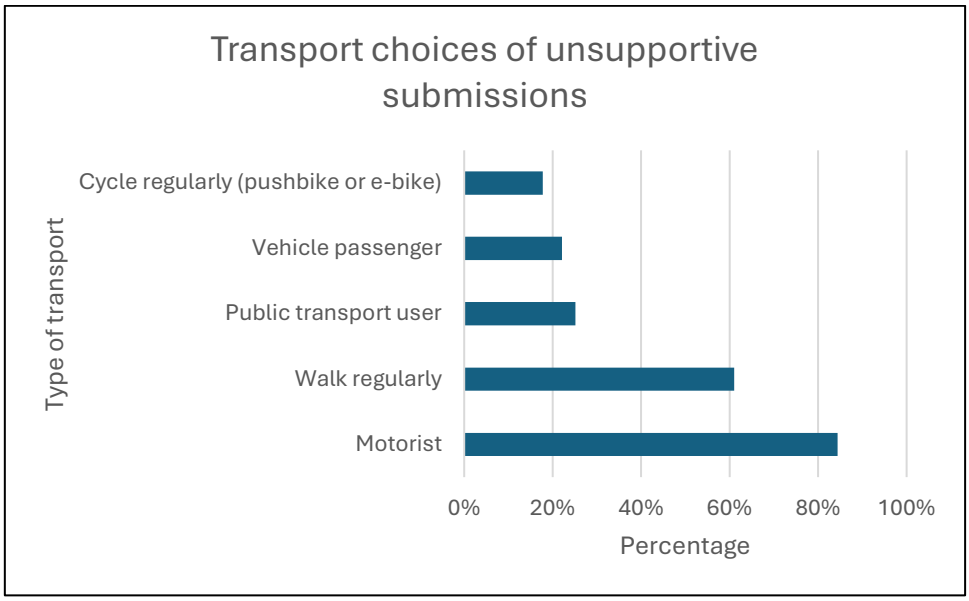


Figure 13: Types of transport users among unsupportive submissions

Reason behind level of support

Survey question 1b: Please tell us why.

Consistent themes emerged among supportive submissions, centred on a vision for a safer, healthier, more connected, and more accessible city.

The top five themes from supportive submissions included the following.

Theme	Commentary
Safety	The most common theme was the need for safer walking, cycling and wheeling infrastructure. There were many personal stories about feeling unsafe and commentary on the importance of safety for children.
Connected networks	While existing facilities are useful, they are disconnected, forcing people into unsafe situations, and often deterring them from using active transport entirely.
Transport choice	Support for genuine alternatives to private vehicles. Many saw the strategy as a way to reduce dependence on cars while preserving mobility for those who need to drive.
Supporting children and independence	The importance of creating a city where children can safely walk, cycle or wheel to school, sports, activities and move around independently.
Accessibility and inclusion	More consideration for people of all ages and abilities, especially wheelchair users, visually impaired, parents with prams and those unable to drive or access a car.

Submitters also described environmental and climate benefits, reduced congestion, economic development opportunities, as well as creating a more attractive, liveable and people-friendly city.

Consistent themes were also found among unsupportive submissions, centred on affordability, priorities, and the perceived impacts on motorists rather than opposition to walking and cycling specifically. Responses suggest concern about the scale, cost and implementation of the draft strategy rather than the concept of active transport.

The top five themes from unsupportive submissions included the following

Theme	Commentary
Funding and alternative priorities	Concerns about funding the strategy, asking to prioritise 'core' infrastructure and services before investing in walking and cycling projects.
Affordability and rates	Concerns about increasing rates, council debt, cost of living and the potential cost of implementing new walking and cycling infrastructure.
Loss of car parks	Concerns about potential impact on car parking to accommodate cycleways or pathway improvements, especially for people with mobility concerns and residents with limited off-street parking.
Traffic flow and efficiency on roads	Concerns about potential impact of walking and cycling infrastructure on congestion, road capacity and traffic flow.
Balanced transport approach	Support for safer walking and cycling opportunities in principle but concerns about too much emphasis being placed on active transport and potential disadvantages being placed on other transport users including motorists and freight.

Other concerns expressed in submissions included implications of amenities and facilities being built and not being utilised. There was also a concern that the city's terrain and weather may be too prohibitive and limit the success of the strategy.

Things we have missed

Survey question 1c: Have we missed anything important?

Many submissions advocated for more ambition, a clearer vision, and a need for measurable goals.

The top needs and concerns raised in supportive submissions include the following.

- Need for safer, fully connected cycling and walking networks.
- Need for safe walking and cycling routes to schools, reducing congestion near schools and enabling a sense of independence for children.
- Need for better integration of public transport and active transport.
- Lack of maintenance on cycling and walking infrastructure.
- Need for accessible and inclusive designs that works for everyone, including wheelchair users, mobility scooters, older people, families with prams and adaptive electric wheeled technology.
- Opportunity to leverage our university city to create an attractive city with safe transport alternatives for tertiary students.
- Need for regional coverage including rural townships, schools and recreational access.
- Opportunity for Dunedin to become a regional hub for trail connections and cycle tourism.
- Need for more than just infrastructure, including driver education, promotion of active transport, better enforcement of traffic and parking rules as well as a more respectful transport culture.

The top needs and concerns raised in unsupportive submissions include the following.

- Concerns about the current lack of detailed information on active transport projects.
- Concerns about the potential impacts of active transport projects.
- Lack of emphasis on the needs of older people, people with disabilities or limited mobility, particularly those who are unable to walk or cycle to access essential services.
- Need for a stronger discussion on safety and design considerations, including safety of shared paths, maintenance standards, lighting and visibility.
- Need for acknowledgement of all transport modes and their roles.
- Need for essential infrastructure and flood protection to come first.
- Concerns about the cost, implications for rates and affordability.
- Concerns about impacts on traffic flow, congestion and road networks.

Walking

Survey question 2: What barriers make it difficult for you or others to walk more often?

Question 2 asked submitters to select their top three barriers to walking more often, and any additional barriers. The barriers selected differed between supportive and unsupportive submissions, as shown in the tables below.

Table 4: Barriers to walking for supportive submitters (top three selections)

Barrier	Count (423)	% of supportive submitters
Traffic safety concerns (e.g. traffic volumes or speeds)	**218**	**52%**
Difficulty crossing roads safely	**168**	**40%**
Lack of safe or well-maintained footpaths	**158**	**37%**
Distance is too far	88	21%
Time constraints (e.g. dropping off children or making stops along the way)	83	20%
Lack of amenities (e.g. seating, shade, traffic noise or fumes)	79	19%
Hills or steep terrain	74	17%
Weather conditions	66	16%
Poor lighting or personal safety concerns	43	10%
Personal health or mobility limitations	22	5%
Other (please specify)	*26*	*6%*

The most frequently mentioned barriers to walking among supportive submissions were safety-related, including traffic safety concerns, difficulty crossing roads safely and lack of safe or well-maintained footpaths, totalling 544 responses. The least frequently mentioned barriers included personal health and mobility limitations, physical terrain, weather conditions and poor lighting.

Other barriers raised by supportive submitters includes the following.

- Lack of amenities such as public toilets, drinking fountains and handrails on steep routes.
- Poor integration with public transport, including walking connections to public transport.
- Unpleasant walking environments due to traffic noise, air pollution, high traffic volumes, as well as a lack of shade, seating and other supporting amenities.
- Poor connection between footpaths and destinations, such as excessive crossfalls, narrow routes, steps and restrictive or raised barriers, affects those with mobility issues in particular, including wheelchair and scooter users.
- Concerns about conflicts with cyclists and e-scooter users on footpaths, illegally parked cars, wheeled rubbish bins and debris (e.g., glass).
- Physical limitations and practical or personal constraints such as the need to carry groceries or other bulky items, mobility limitations associated with disability, injury or ageing, as well as time pressures and physical fatigue.
- Lack of footpaths, especially in smaller rural townships.
- Lack of wayfinding signage, clearer route information and more accessibility information.

Table 5: Barriers to walking for unsupportive submitters (top three selections)

Barrier	Count (189)	% of unsupportive submitters
Hills or steep terrain	***65***	***34%***
Weather conditions	***60***	***32%***
Distance is too far	***38***	***20%***
Personal health or mobility limitations	*35*	*19%*
Time constraints (e.g. dropping off children or making stops along the way)	*35*	*19%*
Lack of safe or well-maintained footpaths	*31*	*16%*
Poor lighting or personal safety concerns	*12*	*6%*
Lack of amenities (e.g. seating, shade, traffic noise or fumes)	*9*	*5%*
Traffic safety concerns (e.g. traffic volumes or speeds)	*7*	*4%*
Difficulty crossing roads safely	*6*	*3%*
Other (please specify)	*39*	*21%*

The barriers selected in unsupportive submissions contrasted significantly with those selected in supportive submissions. Dunedin's topography and weather conditions were the most frequently identified barriers among unsupportive submissions, reflecting the perspective that the city's natural environment presents significant challenges to walking. In contrast, the two safety-related concerns most frequently identified in supportive submissions ranked among the least-selected barriers among unsupportive submissions. This highlights a notable difference in perspectives on what limits participation in walking.

Other barriers raised by unsupportive submitters include:

- Time limitations, inconvenience and practicality issues, including work commitments, and the need to get to multiple destinations and transport equipment, groceries or children.
- Safety concerns relating to cyclists and e-scooters, especially when used on footpaths or shared paths.
- Personal preference for driving and existing travel habits which include speed and convenience.

Table 6: Barriers to walking for neutral submitters (top three selections)

Barrier	Count (17)	% of neutral submitters
Hills or steep terrain	***8***	***47%***
Distance is too far	***7***	***41%***
Traffic safety concerns (e.g. traffic volumes or speeds)	***7***	***41%***
Lack of safe or well-maintained footpaths	*6*	*35%*
Weather conditions	*5*	*29%*
Difficulty crossing roads safely	*5*	*29%*
Time constraints (e.g. dropping off children or making stops along the way)	*4*	*24%*
Personal health or mobility limitations	*2*	*12%*
Poor lighting or personal safety concerns	*2*	*12%*
Other (please specify)	*3*	*18%*

Similarly to the unsupportive submissions, Dunedin's topography and weather conditions were the most frequently selected barriers for neutral submitters. However, safety factors were selected proportionately much more frequently in the neutral submissions than in the unsupportive submissions.

Additional barriers raised in the neutral submissions were similar to those in the supportive or unsupportive groups above, and included lack of suitable facilities, rubbish bins and end-of-trip facilities.

Cycling

Survey question 3: What barriers make it difficult for you or others to cycle more often?

Question 3 asked submitters to select their top three barriers to cycling more often, and any additional barriers. The barriers selected differed between supportive submissions and unsupportive submissions, as shown in the tables below.

Table 7: Barriers to cycling for supportive submitters

Barrier	Count (434)	% of supportive submitters
Safety concerns (e.g. driver behaviour, traffic speeds or road conditions)	***203***	***47%***
Lack of safe cycle routes or safe places to cross	***169***	***39%***
Lack of secure bike parking	*74*	*17%*
Hills or steep terrain	*59*	*14%*
Weather conditions	*42*	*10%*
Time constraints (e.g. dropping off children or making stops)	*26*	*6%*
Lack of confidence or skills	*22*	*5%*
Distance is too far	*20*	*5%*
Personal health (e.g. fitness or injury)	*11*	*3%*
Other	*22*	*5%*

The most frequently selected barriers to cycling among supportive submissions were safety concerns and lack of safe cycle routes. Lack of secure bike parking also features in the top three. The least frequently selected barriers included lack of confidence, distance, and personal health.

Other barriers identified by supportive submitters include:

- A fragmented network and poor connectivity make routes difficult to navigate and reduces access to key destinations.
- The design and operation of existing facilities including inconsistent traffic light sequencing, complex intersections and crossing of major transport corridors.
- Lack of end of trip facilities including covered bike storage, changing rooms, showers, public toilets and drinking fountains.
- Practical challenges including transporting goods and family logistics.
- Maintenance, surface quality, debris and broken glass.
- Cost and access to bicycles, in particular e-bikes.
- Lack of wayfinding including route information, unclear access points to routes and poor navigation signage.
- Negative public attitudes towards cycling and polarised community debate around transport choice.

Table 8: Barriers to cycling for unsupportive submitters

Barrier	Count (167)	% of supportive submitters
Hills or steep terrain	**71**	**43%**
Weather conditions	**61**	**37%**
Distance is too far	38	23%
Personal health (e.g. fitness or injury)	34	20%
Time constraints (e.g. dropping off children or making stops)	32	19%
Safety concerns (e.g. driver behaviour, traffic speeds or road conditions)	15	9%
Lack of secure bike parking	5	3%
Lack of confidence or skills	3	2%
Lack of safe cycle routes or safe places to cross	2	1%
Other	39	23%

The barriers selected by unsupportive submitters contrasted with those selected by supportive submitters. Similar to walking barriers, Dunedin's topography and weather conditions were most frequently selected, reflecting a perception that the city's natural environment presents challenges to cycling. The two safety-related concerns most selected by supportive submitters ranked among the least-selected barriers for unsupportive submitters. This also highlights a notable difference in perspectives on what most limits participation in cycling in Dunedin.

Additional barriers identified by unsupportive submitters include:

- Impracticality of cycling for many everyday trips, including grocery shopping, transporting goods and children, and work requiring travel across the city or carrying equipment.
- Convenience of driving.
- Lack of access to a bicycle.

Table 9: Barriers to cycling for neutral submitters

Barrier	Count (17)	% of neutral submitters
Safety concerns (e.g. driver behaviour, traffic speeds or road conditions)	***8***	***47%***
Lack of safe cycle routes or safe places to cross	***7***	***41%***
Hills or steep terrain	*5*	*29%*
Distance is too far	*5*	*29%*
Time constraints (e.g. dropping off children or making stops)	*5*	*29%*
Weather conditions	*3*	*18%*
Lack of secure bike parking	*3*	*18%*
Lack of confidence or skills	*2*	*12%*
Personal health (e.g. fitness or injury)	*1*	*6%*
Other	*2*	*12%*

Like the supportive submitters, safety was a key concern for neutral submitters as well . The only additional barrier identified by neutral submitters was the cost and accessibility of owning a bicycle.

Opportunities

Survey question 4: What opportunities should the strategy place greater emphasis on?

Question 4 asked submitters to select opportunities to be further emphasised in the strategy. Submitters could select as many opportunities as they wished. Submissions highlighted strong interest in opportunities that walking, cycling, and wheeling infrastructure may bring to Dunedin. Supportive submitters made 1,925 selections across the opportunity categories and provided a further 90 comments identifying additional opportunities. Unsupportive submitters made 304 selections and provided 108 additional comments, while neutral submitters selected 39 opportunities and contributed a further six comments.

'Safety and accessibility' was the most frequently selected opportunity by supportive submitters. This reflects the strong emphasis placed on safety in response to questions about barriers to walking and cycling and reinforces its position as the community's most significant issue in relation to walking, cycling and wheeling.

Transport choice and independence, and health and well-being were frequently selected by supportive, unsupportive and neutral submitters. This indicates broad recognition of personal and community benefits of active transport. Supportive submitters also favoured environmental outcomes, while reducing household costs and tourism and economic development feature more prominently among the unsupportive and neutral submitters.

Table 10: Opportunities selected by supportive submitters

Opportunity	Count (460)	% of supportive submitters
Safety and accessibility	***296***	***64%***
Transport choice and independence	***275***	***60%***
Health and wellbeing	*215*	*47%*
Community connections	*214*	*47%*
Environmental outcomes	*205*	*45%*
Resilience to climate change and other disruptions	*186*	*40%*
Reducing household costs	*180*	*39%*
School travel	*172*	*37%*
Tourism and economic development	*164*	*36%*
Other	*18*	*4%*

Table 11: Opportunities selected by unsupportive submitters

Opportunity	Count (201)	% of unsupportive submitters
Reducing household costs	***75***	***37%***
Transport choice and independence	***58***	***29%***
Health and wellbeing	*26*	*13%*
Tourism and economic development	*24*	*12%*
School travel	*22*	*11%*
Safety and accessibility	*16*	*8%*
Community connections	*11*	*5%*
Resilience to climate change and other disruptions	*7*	*3%*
Environmental outcomes	*5*	*2%*
Other	*60*	*30%*

Table 12: Opportunities selected by neutral submitters

Opportunity	Count (17)	% of neutral submitters
Transport choice and independence	***7***	***41%***
Tourism and economic development	***6***	***35%***
Health and wellbeing	*6*	*35%*
Community connections	*6*	*35%*
Safety and accessibility	*4*	*24%*
Reducing household costs	*4*	*24%*
Environmental outcomes	*2*	*12%*
Resilience to climate change and other disruptions	*2*	*12%*
Other	*2*	*12%*

The following opportunities were identified by supportive submitters.

- Improving access to employment, education, healthcare, public transport, shopping, recreation and everyday amenities.
- Emphasis on the value of walking, cycling and wheeling for recreation and enjoyment, not solely a transport function.
- Increasing uptake of walking, cycling and wheeling to reduce traffic congestion and create space for those that need to drive.
- Creating an attractive and vibrant city that is more enjoyable with people-focused streets and public spaces.
- Connect walking and cycling networks with public transport services, mobility hubs, e-bikes, shared micromobility and bike parking facilities.
- Build a stronger culture of walking, cycling and wheeling through education, collaboration with educational institutions, awareness campaigns and skills training.

- Opportunities to create and strengthen strategic partnerships with community organisations, mana whenua, educational institutions, businesses and tourism operators. A clear strategy will also improve access to external funding.

Beyond the opportunities already selected in the survey, unsupportive submitters primarily selected concerns about core infrastructure investment, drainage, flood protection and road maintenance. Additional themes included improving network efficiency, retaining parking provision, recognising the role of private vehicles, improving public transport services, and ensuring Council investment delivers value for money and prioritises essential services.

While these themes provide useful context on broader community priorities, these are outside the scope of the Strategy. These relate to wider transport, infrastructure, asset management and Council funding decisions rather than opportunities to increase walking, cycling and wheeling. Nonetheless, they help illustrate the broader concerns and priorities held by many unsupportive submitters.

The community's vision

Survey question 5: In 30 years, what should walking, wheeling and cycling in Ōtepoti Dunedin look like, and what changes would you make to the proposed routes and connections?

This question generated some of the most detailed responses in the consultation and provides a valuable snapshot of how the community envisions Dunedin's future in terms of walking, cycling and wheeling over the next 30 years.

Several clear and recurring themes emerged from these, as summarised in Table 13 below.

Table 13: Key themes from submissions on a 30-year vision

Theme	Approx. Frequency	Key Messages
Safe, separated walking and cycling infrastructure	~130-150	The most dominant theme. Submitters consistently called for protected cycleways, separation from traffic, safer crossings, improved footpaths, and infrastructure that does not require sharing space with vehicles.
Connected city-wide network	~100-120	Support for continuous walking and cycling networks without gaps, linking suburbs, schools, workplaces, the CBD, university, hospitals and community destinations. Many highlighted the importance of closing missing links.
Reduced dependence on private vehicles	~70-90	Submitters envisaged a future with fewer cars, greater use of active transport and public transport, pedestrianised areas, and reduced car dominance in the city.
Safe travel for children and school connections	~70-80	Submitters described a vision where children could independently walk, wheel or cycle to school safely, with dedicated school links and low-traffic environments.
Accessibility for all ages and abilities	~60-80	A common aspiration was a walking and cycling network that works for everyone, including older people, wheelchair users, mobility scooter users, children and less confident cyclists.
Integration with public transport	~50-70	Submitters wanted active transport integrated with buses, passenger rail, bike parking, park-and-ride facilities, and other transport modes.
Regional and recreational trail connections	~50-70	Support for connecting Dunedin with Mosgiel, the Peninsula, coastal communities, Clutha Gold Trail, Central Otago trails, Alps to Ocean and other regional networks.

Theme	Approx. Frequency	Key Messages
Culture change and driver behaviour	~30-50	Submitters highlighted the need for improved driver awareness, mutual respect between transport users and normalisation of walking and cycling.
Vibrant public spaces and liveability	~30-50	Submitters described greener streets, more pedestrianised spaces, reduced traffic, improved amenity, seating, planting and attractive environments.
Tourism and destination development	~20-40	Submitters saw opportunities for cycle tourism, multi-day trails, harbour and peninsula experiences, and positioning Dunedin as a walking and cycling destination.
Secure bike parking and supporting facilities	~15-25	Secure bike parking, covered facilities, wayfinding, lighting and end-of-trip amenities were recurring supporting themes.
Hill suburb access and e-bike opportunities	~15-30	Submitters commonly recognised e-bikes as a solution to Dunedin's topography and sought better hill-suburb connections.

Other comments

Survey question 6: Would you like to make any comments on anything Council should consider before adopting the final strategy?

There were 181 responses from supportive submitters to the question about what else should be considered before adopting the strategy. The emerging themes were largely focused on confirming the strategy is deliverable, measurable, inclusive and connected to wider city planning, rather than simply being a high-level vision. These responses are summarised listed below.

- More dedicated decision-making tools are needed, including funding commitments, clear implementation plans with priorities, timelines and measurable targets that can be monitored over time to determine success.
- More detail is needed on monitoring frameworks, including how progress, outcomes and accountability would be measured and reported.
- Importance of completing missing links and gaps in our walking and cycling networks first and delivering continuous routes, rather than disconnected sections.
- Walking needs to be more prominently highlighted in the strategy to promote Dunedin as a walkable city. The strategy should mention Dunedin's existing high walking statistics (i.e., 40% of trips to education[12] and 9% of trips to work are on foot[13], roughly double that of cities of similar size).

[12] University of Otago Travel Survey (2021). Source: https://www.otago.ac.nz/news/newsroom/travel-survey-we-heard-you

[13] Statistics New Zealand (2023). Main means of travel to work for people living in Dunedin City, NZ.

- More consideration should be given to wheelchair users, older adults, children and people with disabilities in the strategy.
- The traffic reliability objective undercuts the vision of the strategy. Objective 3 should be reconsidered to reflect the movement of people so that success can be measured in people moved, rather than vehicles.
- Integrated planning and investments are necessary for the strategy to influence broader council decision-making. This includes embedding walking and cycling improvements into all road renewals, aligning transport investment with land use planning, parks and public transport. Links to parking, public transport and land use were suggested as needing to be stronger to maximise multi-modal trips.
- More information is required on different types of routes within the network, including primary and major spine routes, neighbourhood connections, and local streets that may be designed or prioritised for low-speed, low-traffic environments.
- Focus should be on high-quality infrastructure that is safe for everyone. Important considerations include improving crossings, lighting, and pathway maintenance, prioritising separated facilities over painted cycle lanes and designing for children and less confident users, setting clear thresholds for speeds and minimum levels of protection for active mode users and considering conflicts on shared paths and shared streets.
- The strategy and its development process need to commit to bold, honest engagement that explains why change is needed and elevates voices of young people. Comments highlighted that the current draft indicates children are beneficiaries, not participants – it should address how the strategy will enable Dunedin to amplify the voices of young people.
- Speed management is missing as a core tool. Lower speeds are only mentioned as a cost-saving measure, whereas safe speeds should be treated as the cheapest network-wide intervention available.
- Economic, tourism and health benefits are important factors. Cycle tourism and recreational trail connection opportunities, and destination access for visitors and the local community should be considered. The health and wellbeing benefits could be strengthened to reflect this opportunity for all users.
- Liveability and what will make Dunedin an attractive place to live and visit should be included in the strategy.
- Dunedin is a student city with an ageing population. The strategy should highlight the range of transport user groups. Targeted approaches should be employed for tertiary students, older adults and people with disabilities, and enable collaboration and co-design with these groups.

There were 186 responses from unsupportive submitters to the question about what else should be considered before adopting the strategy. These responses are summarised below.

- Investment in walking infrastructure and accessibility should be prioritised to reflect the role of walking as the most accessible and commonly used active transport mode.
- Support for integrating safe cycle routes where cycle demand exists and separating cyclists from traffic where possible, providing routes for children.
- Infrastructure needs to be accessible for older adults, people with disabilities, mobility scooter users and people with varying levels of confidence and ability.
- Implementation plans should be realistic for the local conditions rather than following a standardised approach.

- Connections with public transport could be improved by making it easier to walk, bike or use a mobility device to get there.
- Investments should be targeted to areas demonstrating need, and prioritised while considering safety outcomes, evidence, community demand and required ongoing monitoring.

Gaps, safety concerns and key geographic hotspots

Many submitters shared personal stories to highlight safety challenges that they face every day while walking, cycling or wheeling. Key geographic hotspots most frequently mentioned by submitters were:

- South Dunedin / Princes Street / One-Way System
- North Dunedin / University Precinct
- Highgate and Mornington
- Kaikorai Valley Road
- North Road / North East Valley
- Hill suburb connections to the city
- Harbour pathway and harbour-to-city connections
- Brighton- Ocean View-Waldronville corridor
- Caversham
- Chain Hills, Tunnels Trail and wider recreational trail connections.

These locations were frequently identified by submitters as areas where they experience missing network links, unsafe crossings, high traffic speeds, poor accessibility, or incomplete walking and cycling connections.

Figures 14 and 15 below maps with key location with specific concerns. Larger versions of these maps are available in Appendix 3.

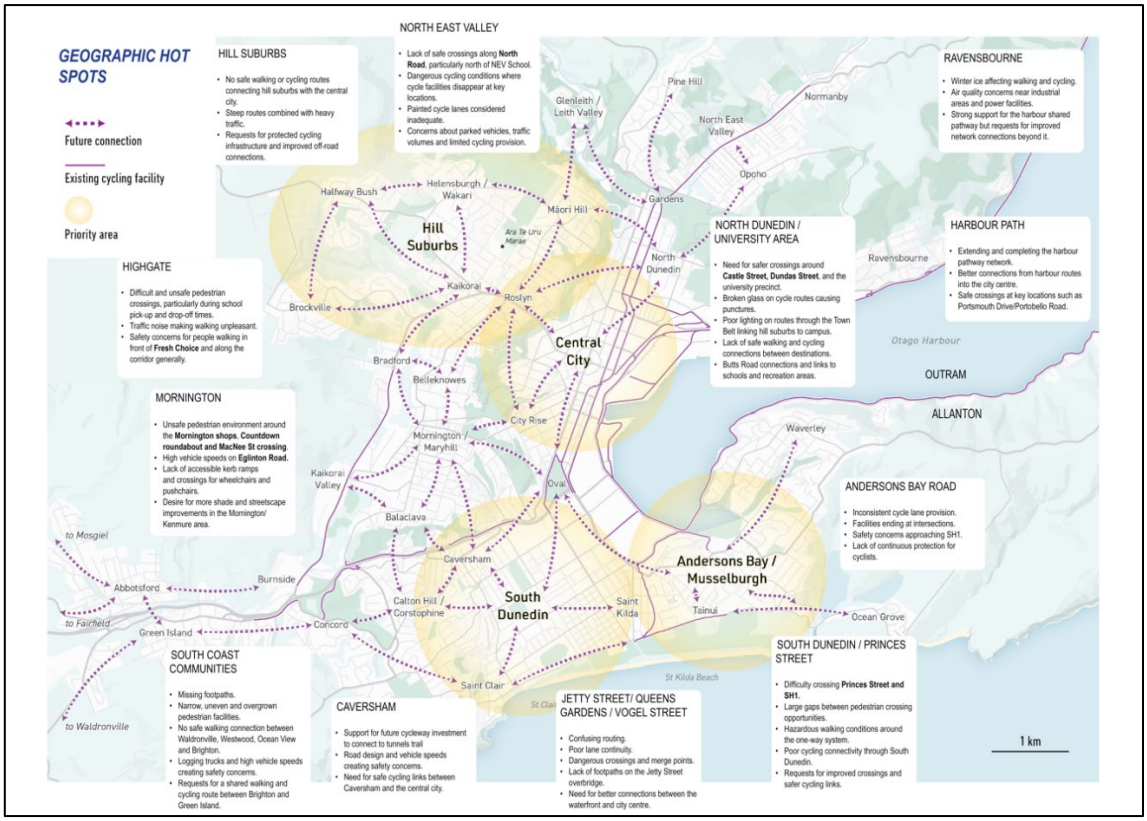


Figure 14: Map of Dunedin City hot spots for gaps and concerns

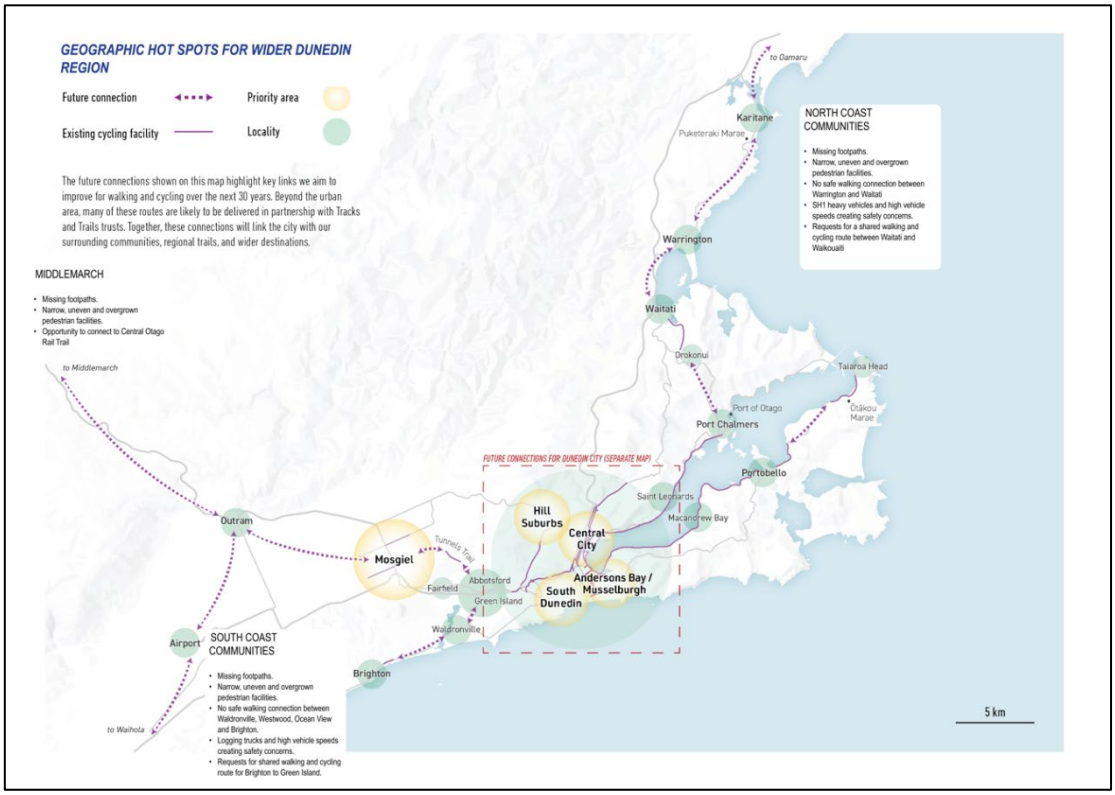


Figure 15: Map of the wider Dunedin region hot spots for gaps and concerns

Potential changes to the draft strategy

A table of potential changes is currently being drafted based on the public consultation submissions. The feedback received does not determine whether a change will be made to the draft strategy. It will be considered alongside technical information, existing Council policies, strategic priorities, financial considerations and other relevant factors before recommendations are made to Council.

Potential changes to the draft strategy will be discussed in more detail with Councillors at a public Council workshop in early 2027. Following this, changes may be made to the draft strategy, after which the final strategy will be brought to Council for adoption in early 2027.

Next steps

The responses have provided valuable insights into the community's priorities, concerns, and aspirations. They have highlighted opportunities to strengthen the Strategy and better align it with community values. The feedback has also highlighted the barriers that people experience when walking, cycling, and wheeling. This enables the Strategy to address these challenges and support future projects that improve access, safety, and connectivity across Ōtepoti Dunedin more effectively.

Our next steps include:

- considering potential changes to the strategy based on the feedback received (December 2026-February 2027)
- a Council workshop to discuss the potential changes (February/March 2027)
- making changes and finalising strategy (March 2027)
- presenting the final strategy to Council for adoption (March/April 2027).

These timeframes are indicative and could change.

Selected quotes and comments from submitters

The public consultation generated extensive feedback from across the community, with respondents sharing a diverse range of views and experiences. Some relevant comments and quotes are presented below.

Safe and connected network

"Everyone should be able to connect quickly to a network of safe paths which will take them anywhere they need to go within the city."

"Dunedin should aim for a network where choosing to walk or cycle does not require bravery. It should simply be an ordinary transport choice."

"Walking, wheeling and cycling routes should be safe, well maintained and connected to schools, shops, workplaces, healthcare facilities, recreational areas and public transport hubs where there is demonstrable demand."

"Safety must remain fundamental."

"People should not feel scared to cycle anywhere."

Children and independent mobility

"I'd like to see a future where every child in Dunedin can safely bike, scooter or walk to school without their parents worrying about busy roads or dangerous intersections."

"Parents are not afraid to let their kids cycle and have transport independence."

"Kids should be able to walk to school safely."

"The pathway network should prioritise safe school travel routes, with appropriate crossings and connections that allow children and families to travel safely."

Reduced car dependence and transport choice

"I would love for Ōtepoti to be a city that is easy to get around by bike and on foot, where you don't need to own a car."

"The goal should be a city where people have genuine transport choice, and where car ownership is no longer a requirement to participate fully in everyday life."

"Transport choice should mean genuine choice between modes, rather than implicitly prioritising one mode over another."

Accessibility and inclusive design

"Everyone of all ages and health should be able to get to where they need to go easily and safely."

"Disabled have the same opportunity for mobility around our city as everyone."

"Success should be measured not just by kilometres of cycleway built, but by how many more people can travel safely, independently and with confidence."

"Safe crossings, accessibility for people with disabilities and practical connections between transport modes are important."

"A safe, efficient, accessible and affordable transport network that provides genuine choice across all modes of transport."

Dunedin as a leading walking and cycling city

"We want Ōtepoti Dunedin to be the capital city of cycling in Aotearoa New Zealand."

"Dunedin would be an example to New Zealand and the world stage."

Tourism and regional connections

"Connections to our existing and future recreational trails will be seamless right to the heart of the city."

"In 30 years, Dunedin will be regarded as an active travel destination, attracting domestic and international tourists."

"A visitor should be able to arrive in central Dunedin, access a connected pathway network and undertake a multi-day journey through the Peninsula's coast, farms, communities and landscapes without needing to rely on a private vehicle."

Community and wellbeing

"Lots of people walking, wheeling and cycling all around the city, people of all ages and abilities. People feeling connected to each other and the city because of the good active transport infrastructure."

"How cool it would be to live in a city that values their environment, and also encourages people to get healthy, and improve their wellbeing by having an active commute."

Appendix 1: Public Consultation Form

Draft Ōtepoti Pathways Strategy

Council is seeking feedback on the draft Ōtepoti Pathways Strategy before deciding whether to adopt the final strategy.

The strategy sets a long-term direction for improving walking, wheeling and cycling across Ōtepoti Dunedin.

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.

Before the strategy is finalised, we want to know:

- Have we got the direction right?
- Have we missed anything important?
- What should Council consider before adopting the strategy?

Submissions are due by 5pm on 16 October 2026. Late submissions may not be accepted.

Online: www.dunedin.govt.nz/consultation

Send to: Draft Ōtepoti Pathways Strategy 2026
Dunedin City Council
PO Box 5045
Dunedin 9054

Hand deliver: Draft Ōtepoti Pathways Strategy 2026
DCC Customer Services Centre The Civic Centre
50 The Octagon
Dunedin

Email: transport.regulation@dcc.govt.nz

Please note that submissions are made public as part of the DCC's decision-making process and will be included on the DCC website. Your name and submission will be included in papers available to the media and the public. Your feedback will only be used for purposes of the Draft Ōtepoti Pathways Strategy 2026 consultation.

Your submission

Overall, do you support the vision and goals of the draft Ōtepoti Pathways Strategy?

- ○ Strongly support
- ○ Support
- ○ Neutral
- ○ Do not support
- ○ Strongly do not support

Please tell us why

Have we missed anything important?

This could include opportunities, challenges, user groups, destinations, community needs and emerging trends

What barriers make it difficult for you or others to walk more often?

Select up to three:

- ○ Traffic safety concerns (e.g. traffic volumes or speeds)
- ○ Lack of safe or well-maintained footpaths
- ○ Difficulty crossing roads safely
- ○ Personal health or mobility limitations
- ○ Poor lighting or personal safety concerns
- ○ Lack of amenities (e.g. seating, shade, traffic noise or fumes)
- ○ Distance is too far
- ○ Hills or steep terrain
- ○ Weather conditions
- ○ Time constraints (e.g. dropping off children or making stops along the way)
- ○ Other (please specify)

Other barriers to walking

What barriers make it difficult for you or others to wheel or cycle more often?

Select up to three:

- ○ Safety concerns (e.g. driver behaviour, traffic speeds or road conditions)
- ○ Lack of safe cycle routes or safe places to cross
- ○ Lack of secure bike parking
- ○ Personal health (e.g. fitness or injury)
- ○ Lack of confidence or skills
- ○ Distance is too far
- ○ Hills or steep terrain
- ○ Weather conditions
- ○ Time constraints (e.g. dropping off children or making stops)
- ○ Other (please specify)

Other barriers to cycling

What opportunities should the strategy place greater emphasis on?

Select all that apply:

- ○ Transport choice and independence
- ○ Reducing household costs
- ○ Safety and Accessibility
- ○ Tourism and economic development
- ○ Health and wellbeing
- ○ Community connections
- ○ School travel
- ○ Environmental outcomes
- ○ Resilience to climate change and other disruptions
- ○ Other (please specify)

Other opportunities

In 30 years, what should walking, wheeling and cycling in Ōtepoti Dunedin look like, and what changes would you make to the proposed routes and connections?

Would you like to make any comments on anything Council should consider before adopting the final strategy?

Yes / No

Your comments

Your details

Name _____

Organisation *(if applicable)* _____

In what capacity are you providing your feedback? *(e.g. As a manager representing the company/business, as a property owner or resident, as a visitor to the area, etc.)*

Email _____

Postal address and /or contact phone _____

_____

About you

The Council is also asking about your age group and ethnicity. This information will be used to help us understand where we get our feedback from and help us plan for the future.

Which best describes you?

Select all that apply:

- ○ Walk regularly
- ○ Cycle regularly (pushbike or e-bike)
- ○ Use a mobility aid
- ○ Use a scooter
- ○ Motorist
- ○ Vehicle passenger
- ○ Public transport user

Age group

- ○ Under 30
- ○ 30 to 49
- ○ 50 to 64
- ○ 65 or over

Gender

- ○ Male
- ○ Female
- ○ Gender diverse

Ethnicity

- ○ Māori (please tell us your iwi/hapu) _____
- ○ New Zealand European
- ○ European
- ○ Pacific People
- ○ Asian
- ○ Middle Eastern
- ○ Latin American
- ○ African (MELAA)
- ○ Other (please specify) _____

Community area you live in _____

Privacy statement

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 Draft Ōtepoti Pathways Strategy. The Council is also asking for your age (in age bands), ethnicity and locality. This information will be used to help us understand where we get our feedback from and help us plan future engagements.

Use of artificial intelligence (AI)

To help summarise and identify common themes across consultation responses, the Dunedin City Council may use artificial intelligence (AI) tools as part of the analysis process. All feedback will be reviewed by Council staff, and decisions will not be made by AI.

The Council will collect, use and store your information in accordance with the Privacy Act 2020. A copy of the Council's Privacy Policy 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.

Appendix 2: Stakeholder Engagement

Table 1: Stakeholder list for targeted engagement
DCC Community Advisor
DCC Parks & Recreation
DCC Climate Adaptation & Resilience
University of Otago
Otago Regional Council
New Zealand Transport Agency | Waka Kotahi
Otago University Students Association (OUSA)
Otago Polytechnic Students Association (OPSA)
Otago Polytechnic
Otago Museum
Public Health South
Southern DHB
University of Otago Sustainability Office
Otago Regional Council
Spokes
Hospital BUG
CCS disability action
Disabled Person Assembly
Age Concern Otago
Living Well
AA Otago
Bus Go Dunedin
Dunedin Tracks and Trails Trust
Coastal Communities Cycle Connection
Dunedin Tunnels Trail Trust
Te Rūnanga o Ōtākou
Kāti Huirapa Rūnaka ki Puketeraki
Āraiteuru Marae
Pedals Couriers

Table 2: List of organisations who attended pre-engagement meetings
Living Well
Dunedin Tunnels Trail Trust
University of Otago
Hospital Bike User Group
Pedals Couriers
New Dunedin Hospital
Urban Nerds
Northern Coast Connection
NZTA Waka Kotahi
Otago University Students' Association
Grey Power
Sport Otago
Puketeraki Marae (Kāti Huirapa Runaka ki Puketeraki)
Automobile Association
Otago Polytechnic
Te Whatu Ora Southern

Table 3: Cycle Hui attendee list: cycle infrastructure and service providers
Dunedin City Council transport
University of Otago
Otago Polytechnic
Dunedin Tunnels Trail Trust
Dunedin Tracks Network Trust
Urbannerds
Flamingo Scooters
Lockydocs
Dunedin Airport
Dunedin Host
Cycle Journeys
Enterprise Dunedin

Table 4: Submissions made on behalf of groups and organisations (Refer Section 1.2.6)
AA Otago
AOK Shark Bell Riders
Brighton Trapping Project
Caversham Community group
Coastal Connection
Columba College year 6 class
Cycle Journeys
Cycle Action Network (CAN)
Disabled Persons Assembly NZ
Dunedin Tracks and Trails
Dunedin Tunnels Trail Trust (DTTT)
Edinburgh Realty
Flamingo Scooters
Global Streets Design Initiative
University of Otago • Sustainability Office and Property and Campus Development teams • Geography and Environmental Management Society • OUSA
Community Boards • Mosgiel Taieri Community Board • Otago Peninsula Community Board • Saddle Hill Community Board

Table 4: Submissions made on behalf of groups and organisations (Refer Section 1.2.6)
Musselburgh Baptist Church
Otago Central Otago Rail Trail Trust
Otago Farmers Market
Otago Regional Council
Pedals Couriers
Port Otago
Reignite Physio
Musselburgh Baptist Church
Otago Central Otago Rail Trail Trust
Otago Farmers Market
Otago Regional Council
Pedals Couriers
Port Otago
Reignite Physio
Save our Trains Southern
Senior-link
Spokes
South Coast Neighbourhood Society
Sunday Cycling Group
Te Waipounamu National Public Health Service
Urbannerds
Whitaker Architects

Appendix 3: Maps of Key Geographic Hotspots

GEOGRAPHIC HOT SPOTS

Future connection

Existing cycling facility

Priority area

HILL SUBURBS

- No safe walking or cycling routes connecting hill suburbs with the central city.
- Steep routes combined with heavy traffic.
- Requests for protected cycling infrastructure and improved off-road connections.

NORTH EAST VALLEY

- Lack of safe crossings along **North Road**, particularly north of NEV School.
- Dangerous cycling conditions where cycle facilities disappear at key locations.
- Painted cycle lanes considered inadequate.
- Concerns about parked vehicles, traffic volumes and limited cycling provision.

RAVENSBOURNE

- Winter ice affecting walking and cycling.
- Air quality concerns near industrial areas and power facilities.
- Strong support for the harbour shared pathway but requests for improved network connections beyond it.

HIGHGATE

- Difficult and unsafe pedestrian crossings, particularly during school pick-up and drop-off times.
- Traffic noise making walking unpleasant.
- Safety concerns for people walking in front of **Fresh Choice** and along the corridor generally.

NORTH DUNEDIN / UNIVERSITY AREA

- Need for safer crossings around **Castle Street, Dundas Street**, and the university precinct.
- Broken glass on cycle routes causing punctures.
- Poor lighting on routes through the Town Belt linking hill suburbs to campus.
- Lack of safe walking and cycling connections between destinations.
- Butts Road connections and links to schools and recreation areas.

HARBOUR PATH

- Extending and completing the harbour pathway network.
- Better connections from harbour routes into the city centre.
- Safe crossings at key locations such as Portsmouth Drive/Portobello Road.

MORNINGTON

- Unsafe pedestrian environment around the **Mornington shops**, **Countdown roundabout and MacNee St crossing**.
- High vehicle speeds on **Eglinton Road.**
- Lack of accessible kerb ramps and crossings for wheelchairs and pushchairs.
- Desire for more shade and streetscape improvements in the Mornington/ Kenmure area.

ANDERSONS BAY ROAD

- Inconsistent cycle lane provision.
- Facilities ending at intersections.
- Safety concerns approaching SH1.
- Lack of continuous protection for cyclists.

SOUTH COAST COMMUNITIES

- Missing footpaths.
- Narrow, uneven and overgrown pedestrian facilities.
- No safe walking connection between Waldronville, Westwood, Ocean View and Brighton.
- Logging trucks and high vehicle speeds creating safety concerns.
- Requests for a shared walking and cycling route between Brighton and Green Island.

CAVERSHAM

- Support for future cycleway investment to connect to tunnels trail
- Road design and vehicle speeds creating safety concerns.
- Need for safe cycling links between Caversham and the central city.

JETTY STREET/ QUEENS GARDENS / VOGEL STREET

- Confusing routing.
- Poor lane continuity.
- Dangerous crossings and merge points.
- Lack of footpaths on the Jetty Street overbridge.
- Need for better connections between the waterfront and city centre.

SOUTH DUNEDIN / PRINCES STREET

- Difficulty crossing **Princes Street and SH1.**
- Large gaps between pedestrian crossing opportunities.
- Hazardous walking conditions around the one-way system.
- Poor cycling connectivity through South Dunedin.
- Requests for improved crossings and safer cycling links.

Pine Hill
Normanby
Glenleith / Leith Valley
North East Valley
Opoho
Gardens
Halfway Bush
Helensburgh / Wakari
Māori Hill
Hill Suburbs
Ara Te Uru Marae
North Dunedin
Ravensbourne
Kaikorai
Roslyn
Brockville
38
Central City
Otago Harbour
Bradford
Belleknowes
City Rise
Waverley
Mornington / Maryhill
Kaikorai Valley
Oval
Balaclava
to Mosgiel
Caversham
Andersons Bay / Musselburgh
Burnside
Abbotsford
Calton Hill / Corstophine
South Dunedin
Saint Kilda
Tainui
Ocean Grove
to Fairfield
Green Island
Concord
Saint Clair
St Kilda Beach
St Clair Beach
to Waldronville

1 km

GEOGRAPHIC HOT SPOTS FOR WIDER DUNEDIN REGION

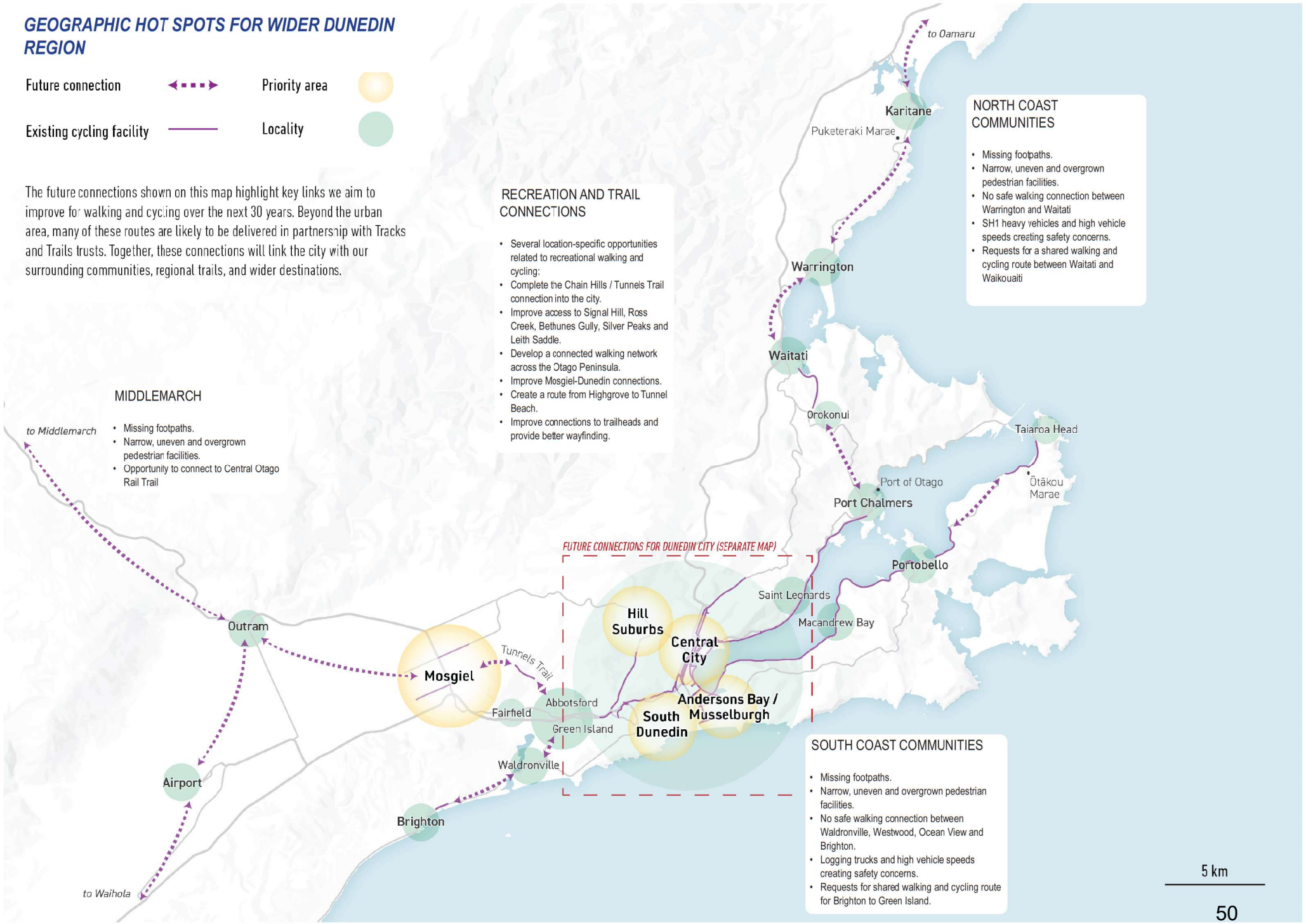
Future connection

Existing cycling facility

Priority area

Locality

The future connections shown on this map highlight key links we aim to improve for walking and cycling over the next 30 years. Beyond the urban area, many of these routes are likely to be delivered in partnership with Tracks and Trails trusts. Together, these connections will link the city with our surrounding communities, regional trails, and wider destinations.



Appendix 4: Limitations and Interpretation of Engagement Data

The engagement process was designed to gather a broad range of community perspectives rather than undertake a statistically representative survey of the Dunedin population (e.g. market research). Not all participants provided demographic information, as these questions were optional. Therefore, any demographic analysis reflects only those submitters who chose to answer these questions. While efforts were made to engage broadly across the community, not all groups or individuals contacted chose to participate.

There are a different number of submitters for each question as not all questions were mandatory; some of the demographic questions may also not apply to submissions received from organisations.

All submissions were reviewed and tagged in Squiz Consult, the DCC engagement portal, by key topics and analysed. Microsoft Copilot was used to help identify common themes and patterns in submissions. AI processing did not involve any personal information and all findings were reviewed by the project team to ensure accuracy.

For advice or information

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