

## **PERSONAL SUBMISSION ON ALBANY STREET CONNECTION PROJECT – PARKING RESTRICTIONS (JULY–AUGUST 2025)**

*Submitted by: Jett Groshinski*

Kia ora,

Thank you for the opportunity to make a submission on the Albany Street Connection Project. I am a student living and studying in Dunedin, and I regularly use Albany Street as part of my daily routine. I support the goal of creating safer, more accessible streets that prioritise people, not just cars. I appreciate the direction of the project and the commitment to improving infrastructure for walking, cycling, and public transport.

That said, I believe some elements of the proposal could be better refined to ensure they genuinely support the people who live, study, work, and travel through this area every day.

### **Support for a Safer, More Accessible Albany Street**

Albany Street connects student flats, lecture theatres, cafes, and libraries. It is one of the most used streets in the student area, and making it safer for pedestrians and cyclists is a good step. Raised crossings, better lighting, more trees, and separated cycle lanes will make the area feel more welcoming and less dominated by traffic.

I particularly support the efforts to improve safety at intersections and create more greenery. Projects like this are important for making Dunedin a more liveable and climate-resilient city.

### **Parking Restrictions and the Need for Balance**

I understand the need to reduce car dependency, and I support long-term strategies to encourage walking, biking, and public transport. However, this needs to be balanced with how people actually move around now. Many students still need to drive, especially those with placements, disabilities, caregiving duties, or shift work.

I do not think removing every unrestricted parking space is necessary, but I also do not think the answer is to replace them with extremely short-term parks. Five-minute parking spaces are impractical and largely pointless. Most students and residents need longer than five minutes to do anything meaningful in this area. These spaces should be reconsidered, and a more useful mix of time-restricted and residential parking could be introduced.

There is also a wider affordability issue. With the cost of living rising across the board, paying over \$230 for a residential parking permit adds unnecessary pressure. I suggest the Council consider a student discount or hardship-based pricing for parking permits to avoid forcing people to choose between paying for parking and other essentials.

### **Safety and Accessibility Concerns**

There are a few parts of the proposed design that I believe need further attention:

- **The bus stop near the pedestrian crossing** should be moved at least one block east. At present, it encourages unsafe crossing behaviours and creates visibility issues for drivers and cyclists.
- **Cycleways running directly behind bus stops** pose risks to people getting off buses. Cyclists and pedestrians should not be forced into conflict with each other.

- **Lighting at pedestrian crossings** must be improved. Students often walk home late at night, and poor lighting puts them at risk. Every raised crossing should have strong, directional lighting to make pedestrians clearly visible.
- **Relocating disability parks** to Ethel Benjamin Place increases risk for people with mobility issues. These individuals should not be made to cross a busy road just to access campus. Accessibility must be a core part of design, not an afterthought.

### **Tree Removal**

I was disappointed to see the proposal to remove mature trees outside the University Library. These trees are part of the character of the street and provide shade, shelter, and ecological benefits. Replacing them with short-term car parks does not seem like a smart tradeoff. If removal is unavoidable, there should be clear plans to replace them with well-maintained native trees that will eventually match their value.

### **Final Thoughts**

I support the vision of a safer, more connected Albany Street. However, I encourage the Council to ensure the final design reflects how the space is actually used by the community. That includes keeping the street accessible and practical for people who still rely on cars, and making sure changes improve safety rather than introduce new risks.

Please consider rethinking the use of five-minute parks, prioritising accessibility, and engaging more directly with the student community throughout this process.

Ngā mihi,  
Jett Groshinski  
Ōtepoti Dunedin Resident and Student

