

University of Otago Submission on Albany Street Connection Project – Parking Restrictions

To: Dunedin City Council

50 The Octagon

PO Box 5045

Dunedin 9054

F.A.O. Transport Regulation Team

Name of submitter:

University of Otago

PO Box 56

Dunedin 9054

6th August 2025

Contact Phone: 020 111 3009

Contact Email: gordon.roy@otago.ac.nz

This is a submission on the consultation documents for the **Albany Street Connection Project – Parking Restrictions**

We note our previous submission of 22nd November 2023 (appended) in relation to the proposed changes to Albany Street which was in broad support of the proposals. We also note our further support in our 29th April 2025 submission on the Dunedin City Council's 9-year plan where the proposed works were budgeted to be undertaken over 2025/26. We appreciate the ongoing involvement and dialogue on the project, which now spans several years.

In the interests of expedience and without re-stating our 2023 submission, the core themes of which are still relevant, we have detailed below a summary of some understood changes over the last 20 months which have occurred through our ongoing dialogue with your team.

1. We understand that some changes have been made to incorporate additional parking (4x P5s) directly outside of the library. We understand this is intended to mitigate some of the wider loss of parking spaces – we are in support of this move in an effort to support surrounding businesses.

Property & Campus Development
PO Box 56, Dunedin 9054, New Zealand
+64 020 111 3009
gordon.roy@otago.ac.nz
otago.ac.nz

2. Similarly, we are in support of the additional parking outside the current property services building (5x P5s), noting that this parking can only be implemented following the University vacation of the building which is currently planned for the second half of 2026. We are in support of this move in an effort to support surrounding businesses.
3. We note that there are no planned changes to "Restricted P10" parking directly outside of the Uni Print building on the east side of Forth Street close to the junction with Albany Street. Should it be beneficial, these could become P5's rather than P10's.
4. Through recent dialogue with your team, we agree that the 1 x coach stop directly outside of Te Rangihīroa college on the South side of Albany Street (as per the proposed plans), close to the junction with Forth Street, can be changed to P5 parking spaces, or an alternative restriction as DCC see fit.
5. We are supportive of the proposed turning circle on Forth Street at the junction with Albany Street and the proposed short-term drop-off zone for shuttle buses to the college which is proposed on the east side of the street.
6. We request 1 or 2 parking spaces directly outside the entrance to Te Rangihīroa college on the east side of Forth Street to facilitate courier drop-offs and the like. Ideally these spaces would be P5 spaces, reflecting the short-term nature of drop-offs.

We are generally in support of the other parking restrictions proposed in the consultation document and more importantly, we remain in support of the proposed alterations, specifically the safety enhancements to the street which will be a benefit for our students, staff, visitors and the wider public.

I would commend the consultative approach your team has taken with the University over the many years we have been discussing the proposals and I am now extremely hopeful that the works can progress in the short-term to realise a vision that has been in the making since the inception of the tertiary precinct planning work commenced over 10 years ago.

We wish to be heard at the hearing on 15th August 2025.

The University would like to thank DCC for the opportunity to comment on the draft plan and would be available to discuss any of the above matters further at the appropriate time.



Gordon Roy

Associate Director Planning & Development

Enc:

University of Otago 2023 submission on Albany Street consultation



Paula Barragan
Dunedin City Council
50 The Octagon
PO Box 5045
Dunedin 9054

22nd November 2023

Dear Paula,

Albany Street Cycleway and Street Alterations

I write on behalf of the University of Otago to note our general support in relation to the above noted project. Discussions on this project stem back a significant number of years, commencing initially with the Tertiary Precinct upgrade project which was subsequently deferred several years due to budget reallocation. The proposal then moved to the introduction of a cycleway, connecting Anzac Avenue elements of the cycle network with the central city. The University is broadly supportive of this proposal, not specifically because of an anticipated high volume of University users of the cycleway, but as a means to facilitate better connections across the city for all users of the network and supporting mode shift in the precinct and central city.

There are a number of other areas of this proposal that the University is supportive of:

1. **The width reduction of the carriageway:** The University has been supportive for some time of the proposal to reduce the speed limit in the tertiary precinct which we understand is progressing as part of a separate discussion, but is near to resolution. Supportive of this move is the reduction in the carriageway width which will naturally slow vehicles down on Albany Street. This is particularly important around this edge of the campus where high student numbers are present with high road crossing numbers over to the OUSA clubs and socs building. Reduction in carriageway width will assist improve safety in this part of the precinct.
2. **Improved Junction build-outs:** Several of the side street junctions entering Albany Street are proposed to be altered as part of the works. This will improve pedestrian sightlines and safety as well as facilitating the cycle way.
3. **Pedestrian Crossings:** The introduction of several mid-block crossings will support the above noted high pedestrian numbers in the tertiary precinct. This is particularly relevant at the Eastern end of Albany Street where the introduction of the new 450 bed Te Rangihīroa College will see a significant increase in pedestrian movements travelling to and from central campus.

Property and Campus Development Division
111 Albany Street, Dunedin, 9054
gordon.roy@otago.ac.nz
020 111 3009
www.otago.ac.nz

4. **Alterations associated with new Te Rangihīroa College:** The introduction of the new college has forced consideration of some operational issues associated with the day to day running of the building. We have worked with the DCC Transport Team to arrive at mutually agreeable solutions which ensure that vehicle movements in the area, associated with or servicing the college, do not become a hinderance in the precinct. The 2 key areas of consideration being:
- a. the turning circle and P5 pull in area on Forth Street – this will allow airport shuttles, couriers and taxis to service the college without causing increased safety concerns with the newly created one way no-entry from Albany Street onto Forth Street (South). Were this not to be created, we would have some safety concerns around pick up and drop off on Forth Street which would likely make the no-entry onto Forth Street from Albany Street unviable, and as a result jeopardise the success and safety of the Albany Street Cycle way.
 - b. The creation of a coach / bus pull in bay on Albany Street to assist manage the anticipated number of college events that happen throughout the year. This proposed bay on Albany Street would be desirable to allow for one to two coaches to pull in off street without causing blockages to the rest of the carriageway. Were this not to be provided it is likely that coaches would sit on the West bound carriageway for loading and unloading which would be less than ideal for other vehicle movements. Whilst the University can and will make use of the off street parking which forms part of the college grounds there will be instances where several coaches are in attendance, hence the spill-over to the street. We feel this is a prudent means to remove the issues in conjunction with the narrowing of the carriageway on Albany Street, part of the wider approach being put forward.

One area of concern that has been highlighted to us by the DCC project team is the net loss of some parking spaces on Albany Street. We note that from a University perspective some of this will inevitably result in a loss of parking amenity (in part) for the University. Whilst this is unfortunate, we feel that the wider benefits being put forward as part of this proposal far outweigh the loss of some parking. We note that the issue of parking has and will continue to be a polarising subject matter for both the University and the likely the DCC. We are however committed to working towards mode shift in this space and have been working closely with ORC to increase public transport patronage over the last 2 years as well as considering other means of reducing parking load in the precinct, such as the trialling of the Parkable app in the Property Services Car Park. This has proved successful and will likely be rolled out to other University parking in the short to medium term, thereby reducing load on surrounding streets. As such, it is our view that the benefits in terms of pedestrian and cyclist amenity and safety in the precinct far outweigh the loss of some parking.

We are therefore in overall support of the proposed works for Albany Street and thank the DCC Transport Team for their efforts and collaboration in this endeavour.

Should you require any further information or clarification of our views in respect of the above we would be happy to oblige.

Yours Sincerely,



Gordon Roy

Head of Campus Development