

Roadshow & Letterbox - Locations and Timetable

Venue name	Location	Outlying community or Dunedin city suburb
South Dunedin Hub	South Dunedin	Dunedin suburb
Green Island Civic Hall	Green Island	Dunedin suburb
Mosgiel Public Library	Mosgiel	Outlying community
Dunedin Public Art Gallery		Dunedin city
City Library		Dunedin city
Civic Plaza		Dunedin city
University Link Building		Dunedin city
Otago Polytechnic Hub		Dunedin city
Moana Pool		Dunedin suburb
Malls		Dunedin city

Events Timetable

Date	Event	Day of the Week	Outlying community or Dunedin city suburb	Footfall	Booked
February 9	Thieves Alley	Saturday	City	High	yes
March 2	The Eagles	Saturday	City	High	tbc
March 16	University 150 Years: Street Parade	Saturday	City	High	
April 6	South Dunedin Street Festival	Saturday	South Dunedin	High	

February 2019						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			31 JAN	1 ST FEB		
	5 Chinese New Year	6 Waitangi Day	7 ONLINE LAUNCH CIVIC PLAZA 12pm-3pm Kathryn & Alice	8 CIVIC PLAZA 12pm-3pm Kathryn & Alice	9 Thieves Alley Council Gazebo 9am-4pm Kathryn & Alice	10 Meridian Mall 11am-3pm Kathryn & Alice
11 CITY LIBRARY 2pm-5pm 1 DCC 1 intern Andy & Alice	12	13 CITY LIBRARY 11am-2pm Garrett & Alice	14	15 MOANA POOL 3pm - 6pm Garrett & Jono (Policy Intern)	16 Meridian Mall 11am-3pm Kathryn & Garrett & Nathan	17 Meridian Mall 11am-3pm Kathryn & Garrett & Nathan
18 UNI 11am-2pm Simone & Grace & Nathan	19	20 UNI 11am – 2pm Garrett & Alice	21	22 Wall Street Mall 11am-3pm 2 interns Peter & Nathan	23 Wall Street Mall 11am-3pm Nathan & Grace	24 Wall Street Mall 11am-3pm Nathan & Grace
25 POLYTECHNIC 11am-2pm change 2pm – 5pm (Pending) Garrett & Grace	26	27 POLYTECHNIC 11am-2pm Simone & Alice	28			

March 2019						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
				1 DPAG 11am-2pm Peter & Alice (Pending)	2 Meridian Mall 11am-3pm Alice & Nathan	3 Meridian Mall 11am-3pm Alice & Nathan
4 CITY LIBRARY 2pm – 5pm Garrett & Grace	5	6 SOUTH DUNEDIN 2pm-5pm 1 DCC 1 intern Susan & Alice	7	8 MOANA POOL 2pm – 6pm Peter & Grace	9 Golden Centre 11am-3pm Alice & Nathan	10 Golden Centre 11am-3pm Alice & Nathan
11 CIVIC PLAZA 11am-3pm Kathryn & Grace	12	13 CIVIC PLAZA 2pm-5pm Luke & Alice	14	15 MOSGIEL LIBRARY 2pm – 5pm Peter & Grace	16 University 150 Years: Street Parade Council Gazebo Nathan & Grace	17 Golden Centre 11am-3pm Nathan & Grace
18	19 SOUTH DUNEDIN HUB 11am -2pm 1 intern Susan & Kathryn	20 CIVIC PLAZA 1pm-5pm Luke & Alice	21	22 CITY LIBRARY 11am-2pm Peter & Garrett or Kathryn	23 Meridian Mall 11am-3pm Nathan & Grace	24 Meridian Mall 11am-3pm Nathan & Grace
25	26	27 CITY LIBRARY 11am-3pm Luke & Alice	28	29 DPAG 10am-2pm Peter & Garrett or Kathryn	30 Meridian Mall 11am-3pm Alice & Nathan	31 Meridian Mall 11am-3pm Alice & Nathan

				GREEN ISLAND 3pm-6pm 1 DCC 1 intern Lisa & Grace		
April 2019						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1 CIVIC PLAZA 10am-2pm Garrett and Kathryn	2	3 CITY LIBRARY 2pm-5pm Luke & Alice	4	5 CIVIC PLAZA 2pm-5pm Peter & Grace	6 South Dunedin Street Festival Council Gazebo Alice & Nathan	7

Central City Plan



CENTRAL CITY PLAN

WHAT'S BEEN HAPPENING

PAST

Central City Plan adopted by the Dunedin City Council (DCC).

Warehouse precinct revitalisation underway.

The DCC committed \$60 million in the 10 year plan for upgrades in the central city.

The DCC endorsed the Global Street Design Guide.

PRESENT

Community feedback on ideas for George Street within the Retail quarter.

\$28.2 million has been allocated to upgrade George Street (between Moray Place and Albany Street).

FUTURE

Concept design begins on George Street following community feedback.

Community engagement and streetscape upgrades in the Creative quarter and Cultural and Entertainment quarter will follow the Retail quarter upgrades.

For more information on the Central City Plan please visit our website or call us at [03 477 4000](tel:034774000)

www.dunedin.govt.nz/centralcityplan



RETAIL QUARTER



CREATIVE QUARTER



WAREHOUSE PRECINCT



CULTURAL & ENTERTAINMENT QUARTER

Central City Plan



BACKGROUND

Why are we upgrading Dunedin's central city?

Dunedin's central city infrastructure above and below the ground requires updating with some elements at the end of their operational life.

What are the main benefits of upgrading Dunedin's central city?

- Create a healthy central city
- Create a vibrant and distinctive city
- Boost Dunedin's economy.

Dunedin's central city priority projects

Warehouse precinct

Upgrades to Vogel and Jetty Streets have been completed.

Retail quarter

George Street, Dunedin's retail hub, is the next scheduled streetscape upgrade. The upgrades will take place between Moray Place and Albany Street.

Creative quarter

Upgrades on Lower Moray Place, Princes Street and the Exchange will take place after George Street.

Cultural and Entertainment quarter

The Octagon, Bath Street and Lower Stuart Street will follow the Creative quarter upgrades.

CENTRAL CITY QUARTERS



DESIGN PRINCIPLES

Below are design principles which will be used to guide the upgrades.

- Putting people first**
 - Improve the pedestrian experience of the city
 - Improve safety
 - Celebrate our walkable city
 - Create meeting and resting points
 - Increase pedestrian space in the central city.
- Creating an Ōtepoti Dunedin sense of place**
 - Celebrate Dunedin's distinctive heritage, culture and character
 - Enhance the city with input from its residents
 - Reflect Dunedin's past and develop its future.
- Greening the city**
 - Create a network of trees and plants in the central city to reduce carbon emissions
 - Green the streets to contribute to stormwater improvements
 - Restore wildlife corridors and habitats for birds and insects.
- Streets as places**
 - Promote George Street as a destination
 - Create:
 - a memorable and distinctive place
 - an accessible city
 - places for people to meet.

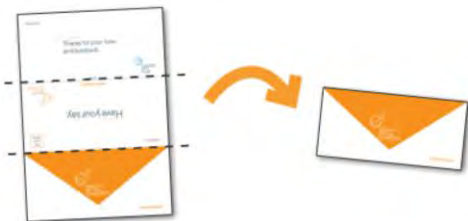
To provide feedback please visit our website or call us at 03 477 4000

www.dunedin.govt.nz/centralcityplan

1 Complete the survey located in the front pocket.



2 Fold along the dotted lines as shown below to create an envelope.



3 Place in the slot. Thanks for your time and feedback.



4 Take a brochure home for more information.



George Street



CENTRAL CITY PLAN

What's been happening

- Check in**
We want to see if we are on the right track based on earlier feedback.
- George Street**
This is the first of the priority projects to be upgraded as outlined in the Central City Plan.
- Ideas**
We want to gather your ideas to help design a new look for George Street.

Why are we upgrading the central city?

The infrastructure above and below the ground requires updating with some elements at the end of their operational life.

What are the main benefits of upgrading the central city?

- Create a healthy central city
- Create a vibrant and distinctive city
- Boost Dunedin's economy.



What you told us



70%

voted for a substantial \$60 million upgrade to the central city*

* Feedback was sought on which central city upgrade option people preferred via a social media poll in 2018.

- Need for renewal**
The wider central city area was described as:
 - dull, poorly maintained
 - car dominated with associated pedestrian safety and accessibility issues.
- Provide for pedestrians**
 - improve accessibility
 - lower speed limits
 - use shared spaces or exclude motor vehicles (notably buses).
- Art, aesthetics and greenery**
 - provide seating and shade
 - provide more greenery through plantings, trees and pocket parks.

George Street



DESIGN PRINCIPLES

Putting people first



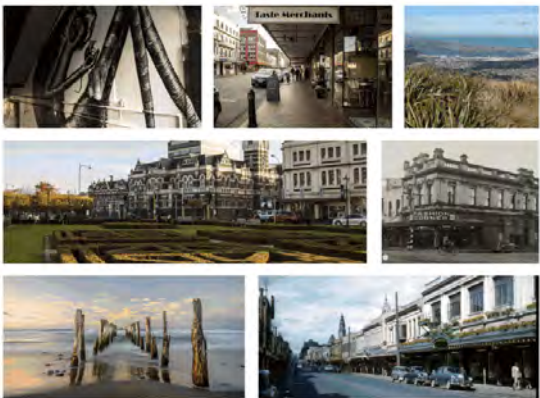
- Improve the pedestrian experience of the city
- Improve safety
- Celebrate our walkable city
- Create meeting and resting points
- Increase pedestrian space in the central city.



Creating an Ōtepoti
Dunedin sense of place



- Celebrate Dunedin's distinctive heritage, culture and character
- Enhance the city with input from its residents
- Reflect Dunedin's past and develop its future.



Greening the city



- Create a network of trees and plants in the central city to reduce carbon emissions
- Green the streets to contribute to stormwater improvements
- Restore wildlife corridors and habitats for birds and insects.



Streets as places



- Promote George Street as a destination
- Create:
 - a memorable and distinctive place
 - an accessible city
 - places for people to meet.



George Street



HOW IT COULD LOOK



Case studies

Fort Street, Auckland*
The transformation of Fort Street into a shared street resulted in a:

- 54%**
increase in pedestrian volumes
- 47%**
increase in consumer spending
- 25%**
decrease in vehicle volume
- 80%**
felt safer in the area



Lower Cuba Street, Wellington*
The transformation of Lower Cuba Street into a shared street resulted in a:

- 62%**
increase in appeal and attractiveness
- 34%**
increase in pedestrian pleasantness
- 20%**
improved public space
- 14%**
felt safer in the area



**Hargreaves Street, Bendigo
Victoria, Australia***
The transformation of Hargreaves Street into a shared street resulted in a:

- 85%**
decrease in average vehicle speed
- continuous pedestrian network
- reduced road width, surface treatment and street furniture manage and slow traffic



George Street



CENTRAL CITY PLAN
**RETAIL
QUARTER**

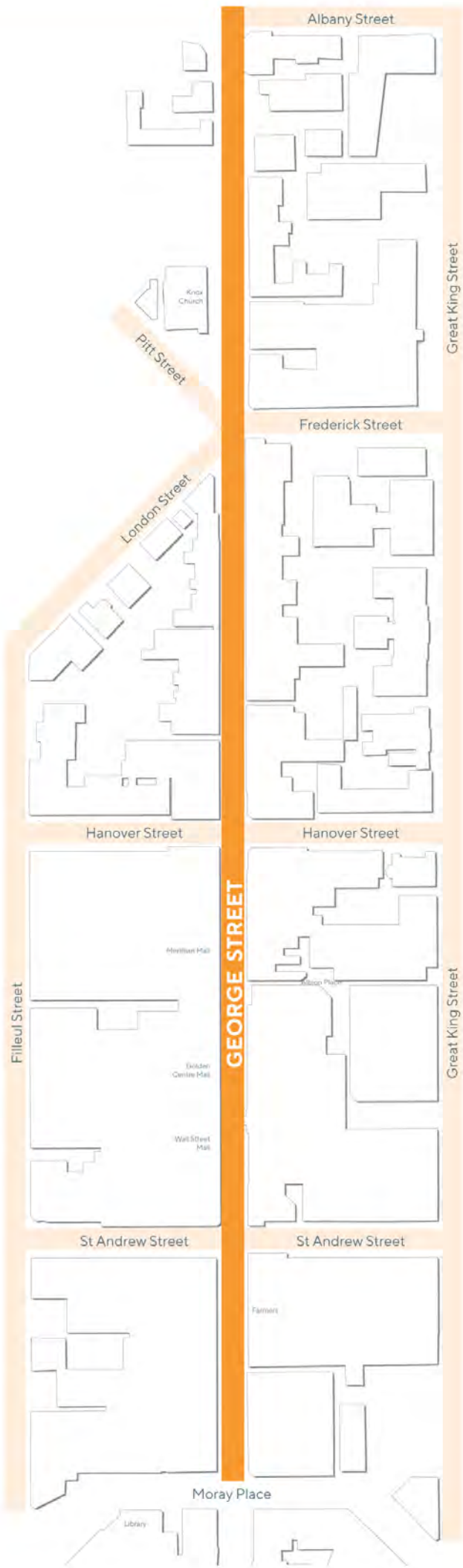
**Have
your
say**

Map your ideas

Tell us what you....

Like about
George Street?

Do not like about
George Street?



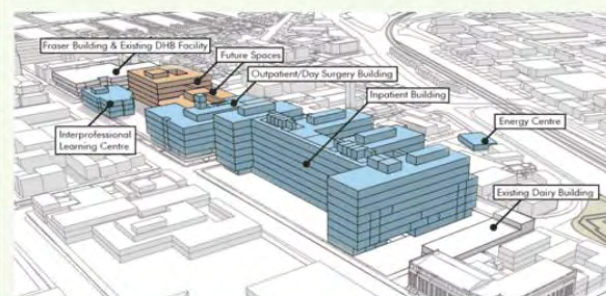
The Octagon will be upgraded at a later date as part of the Cultural and Entertainment quarter projects.







Development in Dunedin

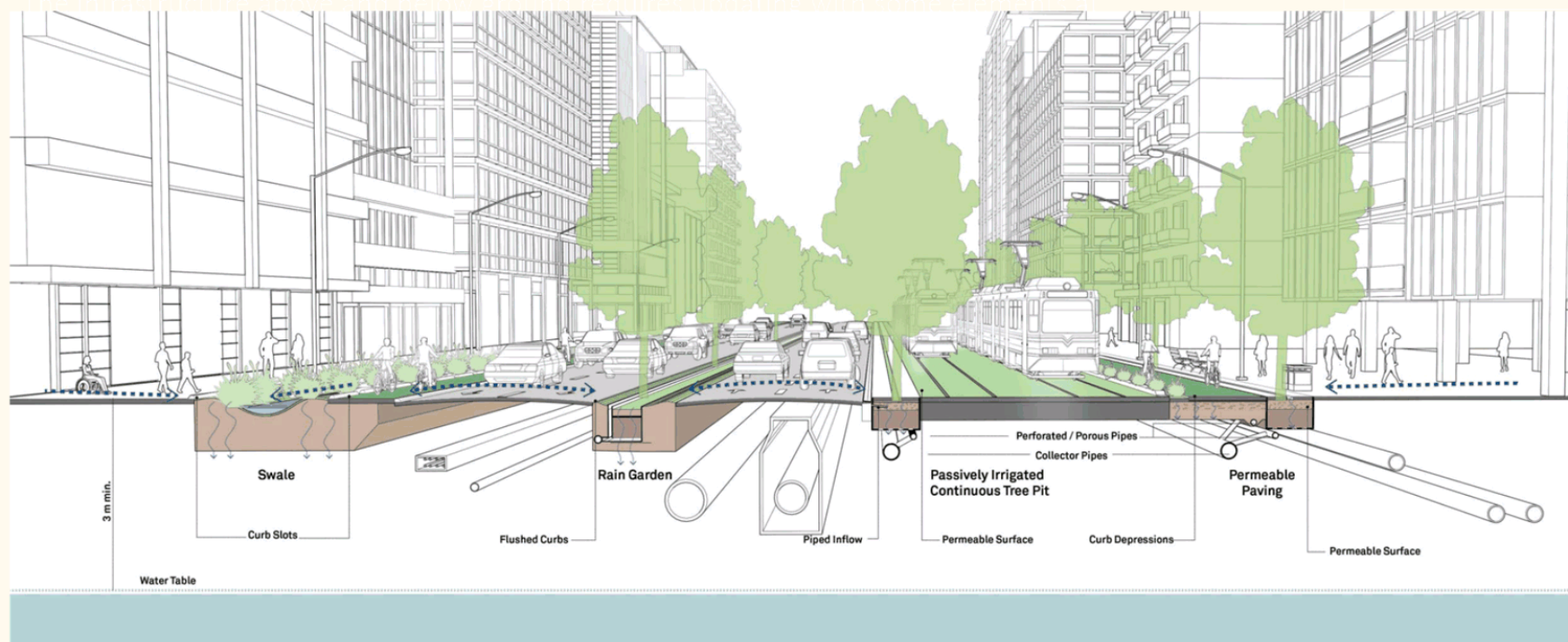




CENTRAL CITY PLAN
**RETAIL
QUARTER**

Why are we upgrading the central city?

The upgrade will deliver a new urban environment with some of the following features:



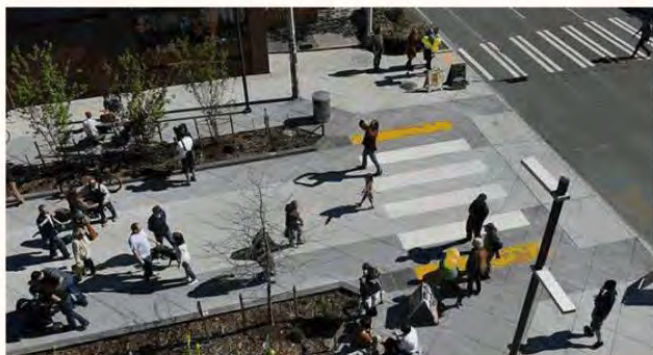
What are the benefits of upgrading the central city?

The opportunities above and below ground requires updating with some elements at the end:

- Boost the economy
- Improve public health and safety
- Improve quality of life
- Environmental sustainability
- Economic sustainability
- Social equity



DESIGN PRINCIPLES



Putting People First

- Improve the pedestrian experience of the city
- Improve safety
- Celebrate our walkable city
- Create meeting and resting points
- Increase pedestrian space in the central city



DESIGN PRINCIPLES



Creating an Ōtepoti/Dunedin Sense of Place

- Celebrate Dunedin's distinctive heritage, culture and character
- Enhance Dunedin city with input from its residents
- Reflect Dunedin's past and develop its future



DESIGN PRINCIPLES



Greening the City

- Create a network of trees and plants in the central city to improve air quality
- Green the streets to help tackle effects of climate change
- Restore wildlife corridors and habitats for birds and insects



DESIGN PRINCIPLES



Streets as Places

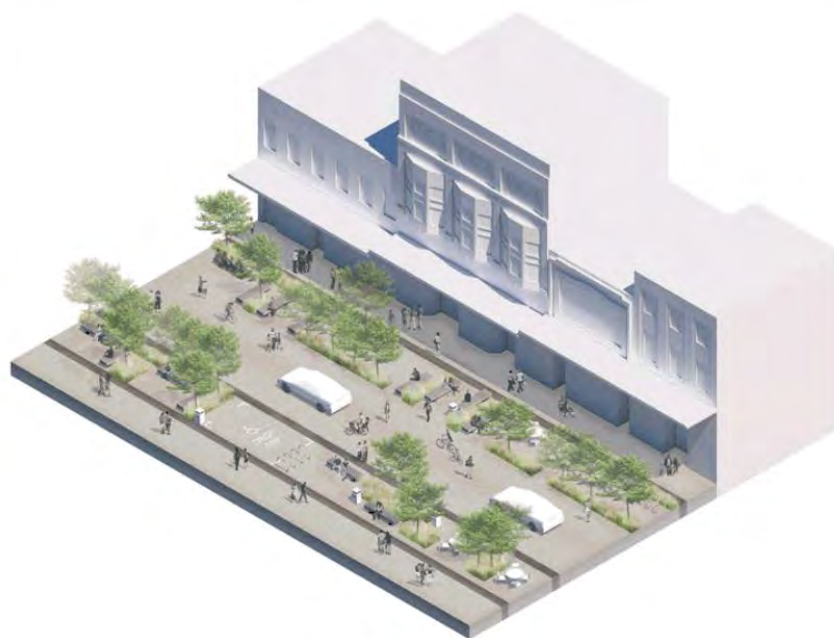
- Promote George Street as a destination
- Create a memorable and distinctive place
- Encourage people to stay
- Create an accessible city
- Create an inclusive place for people to meet and thrive



Applying the Design Principles to George Street - examples



Shared Space



Slow Street



Shared Space

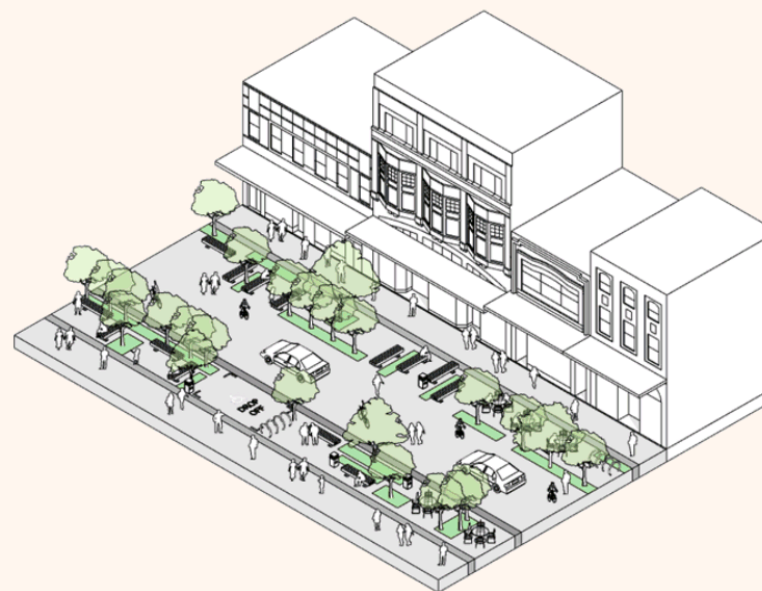
Typical 3D to show space allocation

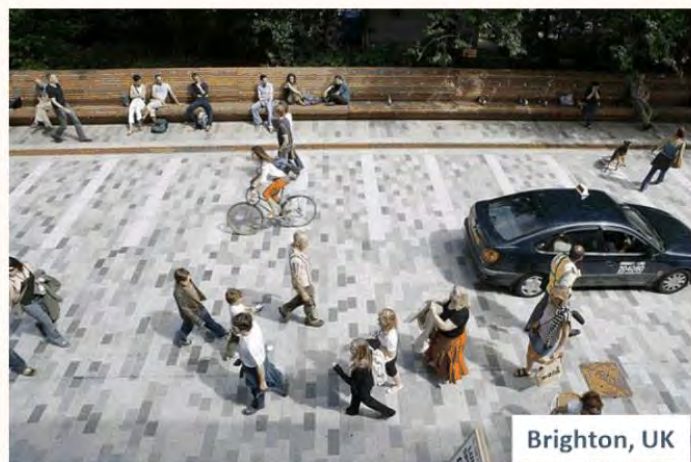
Movement:

- Removal of demarcation between pedestrians and vehicles such as curbs.
- Space for emergency vehicles and drop off zones are provided.
- Pedestrians and cyclists are given priority.
- Vehicles are discouraged.

Place:

- Pedestrians have right of way and are encouraged to take ownership.
- Accessible clear zones and level surfaces.
- Street furniture provides gathering spaces and discourages vehicle movements.
- Planting, seating, lighting and features contribute to create a vibrant atmosphere.





Shared Space

Slow Street

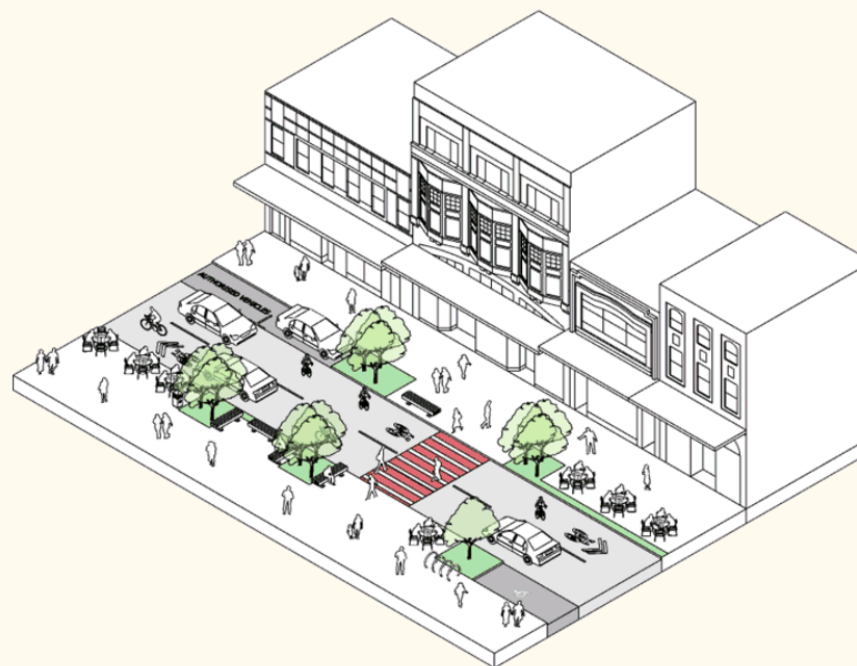
typical 3D to show space allocation and features

Movement:

- Slow Street can be one way or two way.
- Cyclists share the road with vehicles.
- Car parking available (incl accessible parks) and space for authorised vehicles.
- Wide footpaths on both sides of the street.
- Ability to cross the road via raised pedestrian crossings.

Place:

- Street trees and planting improves pedestrian experience and amenity.
- Street furniture provided to allow for seating, dining, etc. and located along wide footpaths.





Slow Street



Case Studies

Lower Cuba Street, Wellington

From this...



Case Studies

Lower Cuba Street, Wellington

To this...



Pedestrian survey results:

- **62%** increase in appeal and attractiveness
- **34%** increase in pedestrian amenity
- **20%** improved public space
- **14%** felt safer in the area

*sourced from Lower Cuba Street Outcomes Evaluation, Absolutely Positively Wellington





Case Studies

Fort Street, Auckland

From this...



Case Studies

Fort Street, Auckland



The transformation of Fort Street into a shared street resulted in a:

- **54%** increase in pedestrian volumes
- **47%** increase in consumer spending
- **25%** decrease in vehicle volume
- **80%** felt safer in the area

*sourced from Global Street Design Guide

To this...



CENTRAL CITY PLAN
**RETAIL
QUARTER**



How can you be involved?



- To inform concept design proposals the project team will lead stakeholder workshops and public engagement in the form of roadshows and online engagement.
- Concept design proposals will be then released to the community prior to a series of activations on George Street.
- An Activity Plan will be delivered to directly engage the public in education, arts, culture, enterprise and events throughout the project to engage the community.

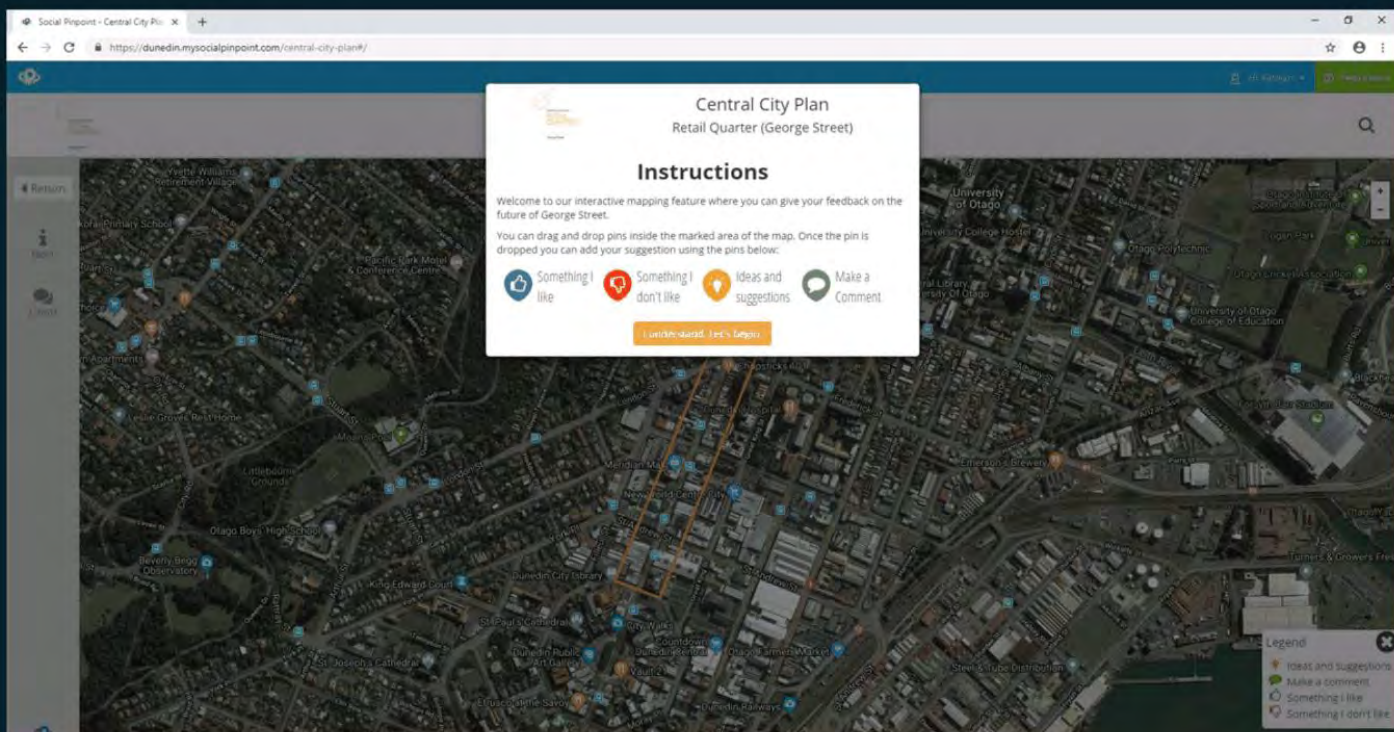
- If you would like to be involved or have an idea for the activity plan, speak to us today!



Q&A

Central City Plan page on the new DCC website

- Introduction on CCP and works completed in Warehouse Precinct
- Survey Questions
- Social Pinpoint Interactive Mapping
- Ideas Wall
- Contact and further information
- <https://dunedin.mysocialpinpoint.com/central-city-plan#/>



Central City Plan: Retail Quarter – George Street

Images of Engagement

Stakeholder Workshops

Over 25 workshops were undertaken, here are some images from the workshops and a few of the 10 maps created at each workshop.



Public Roadshow

43 public roadshows were completed over the consultation period in locations across the CBD, suburban centres and a Central City Plan pop up store in the entrance to the Golden Centre. Here are some images from the roadshow.





Submission



Dunedin City Council

Dunedin Central City Plan – Retail Quarter

Connecting People & Advancing Business

www.otagochamber.co.nz

INTRODUCTION

The Otago Chamber of Commerce (the Chamber) welcomes the opportunity to provide a submission on the Dunedin City Centre Plan for the George Street Retail Quarter.

The business community generates the wealth on which our city and its residents depend. It is for this reason that we make this submission. The Otago Chamber of Commerce is pleased to be able to present this submission on behalf of the approximately 1000 Otago businesses that are our members.

The businesses that we represent are a broad cross-section of business demographics with regard to size, location and industry. Furthermore, these businesses are representative of the region's wealth generators as well as being owned, managed and staffed by the region's core residents. Our members employ almost 50% of the 51,670 FTE's employed in Dunedin and our estimate is that our members contribute significantly more than half of Dunedin City's \$5.75 billion GDP. As such, the Chamber's members are large stakeholders in the economic, social and environmental future of the Otago Region.

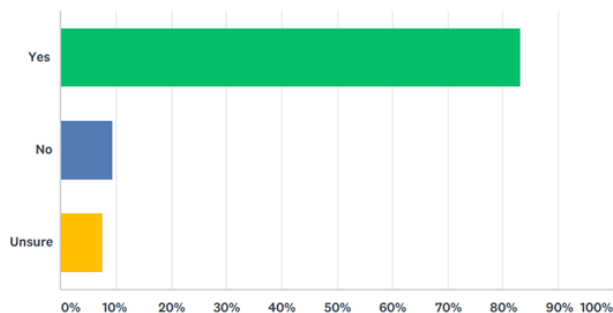
The Chamber has submitted on and been involved in discussions on a number of issues relating to Dunedin City, and we thank Council for your open dialogue with us. We are particularly pleased that the role of economic development is taking more prominence for the city.

Support for City Centre Upgrade

As noted in our submission on the Dunedin City Council Long Term Plan 2018, Otago Chamber surveyed its members on the Central City Upgrade:

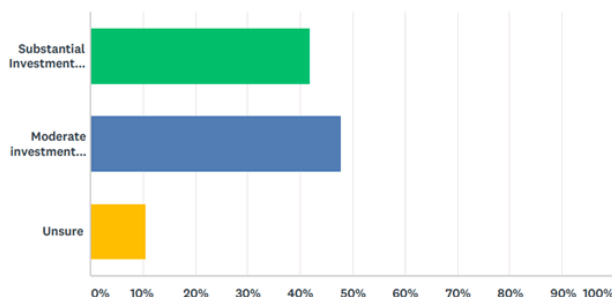
Central City Upgrade (\$35-60 Million)

Q3. Do You Support the Central City Upgrade?



If you support the upgrade, then:

Q4. Which investment option do you support for the Central City Upgrade?



The Chamber overwhelmingly supports an upgrade of the Central City. Many respondents felt that the City Centre was “tired” and in need of revitalisation. Also, there was strong support for making the most of the opportunity to upgrade the city centre whilst doing infrastructure work.

Respondents were divided 40% to 50% between moderate to substantial investment. The Chamber accepts the proposed City Centre Upgrade, suggesting a flexible budget so individual zones can be developed to suit activities within it. We believe there is a need for ongoing consultation and education and engagement on this project so that there is increased understanding of the proposals and the short, medium and long-term effects are better understood.

“The city needs to keep developing. Making the city more of a destination for tourists and giving locals a reason to be proud of their city and more able to enjoy it. Create communities.”

“These areas need a fresher look particularly to leverage off the increasing number of tourists and increase 'Brand Dunedin'.”

George Street Retail Quarter

The Chamber was pleased to see an extensive community consultation process around plans for the George Street Retail Quarter and was happy to host consultation meetings at the Chamber for both retail and business. As the views of our members are wide and varied, we have encouraged Chamber members to make individual submissions on the suggested possible designs/uses for the retail quarter.

At the consultation meetings hosted at the Chamber we noted there was overwhelming support for the proposed upgrade of George Street but the following issues/suggestions were raised for consideration in the design and upgrade:

- the provision of adequate & accessible parking;
- managing traffic flow across the city centre;
- investigating alternate public transport (for example a commuter train from Mosgiel);
- co-ordinating road works across the city to reduce impact on residents.

As part of the community consultation we noted that the next step in the process will be the development of a concept design. The Chamber would like to receive a summary of the submissions made to the council on the Retail Quarter Upgrade and to be kept updated on indicative costs of the upgrade. We also would like there to be an equally robust consultation process once the design for the upgrade has been conceptualised - it is important that the Council continues to actively engage with affected parties throughout this process.

We look forward to being involved in the next stage of development of the City Centre upgrade.

CONCLUSION

The Chamber submission is made in the positive spirit of developing a partnership with Council that supports and encourages business friendly innovation and growth for the benefit of all Dunedin residents. It is submitted on the basis that it provides feedback and the opportunity to further engage with the Council on a number of issues.

We are committed to joining and working with the Council to achieve our shared objective of attracting and encouraging the development of business opportunities in Dunedin. We share the passion and vision of making this a Great Small City and welcome the opportunities that this consultation allows for future collaboration.



**Submission on the George Retail Quarter Upgrade
(Between Albany Street and Moray Place)**

Submission: Friday 5 April 2019

To: Dunedin City Council

Name of submitter: Heart of Dunedin Inc. (HOD)

Introduction

Heart of Dunedin is a group representing the interests of the central business district. It was developed in response to a need for advocacy with Council and the need for a revitalization strategy focused on increasing connection and engagement with the public to attract them to the area for shopping, entertainment, tourism, business and investment.

Dunedin's central city currently faces similar challenges to many other cities, a loss of distinctive identity, the rise of online shopping and competition from other developments which include large format free parking happening within the city.

Heart of Dunedin was established with 2 key mandates;

To generate a marketing and promotional strategy to reinvigorate the perception of the CBD, increasing their frequency of visitation and spend.

To advocate for the interests of the CBD within Council, to ensure resources are allocated to the CBD for continued development, revitalization and beautification

We are committed to creating a vibrant and successful city centre and we are supportive of upgrading the infrastructure and the ongoing investment in George Street.

Overall

We are pleased to be invited to be a key stakeholder in the consultation of the upgrade of George Street and broadly supportive of the upgrade. It has been some 30 years since enhancements to the street were undertaken and the street is difficult to keep clean and is now looking tired and run down.

Our members, the businesses and property owners contribute significantly to the city's income through their rates. Our interests are to ensure the upgrade of George Street (Albany Street – Moray Place) enhances and improves access to the city centre, with a particular focus on parking provision,

PO Box 5511, Dunedin 9058

mail@heartofdunedin.nz

03 974 8284



servicing and loading, creating successful public spaces while maximising its connections and creating commercial success.

We are also interested in the safety of this area and the opportunities to work with Council to develop inner city living. We are keen to work with Council on minimizing disruption throughout the construction period so businesses can survive and customers are retained

Areas of our submission are outlined as below;

Baseline data

As with all business development projects and the George Street upgrade investment being no different, we would like council to invest in providing data prior to commencing the project to outline the benefits of the project. This research should include and is not limited to, the following; current pedestrian counts, retail and business demographics, spend, parking, air quality, and number of events held. This information would be useful to all parties not only going into the George Street upgrade but valuable to when reviewing the project, post construction.

The need for a Parking strategy

It is essential that we retain adequate car parking in George Street. Any reduction in parking will be a detriment to the success of the project.

A 2015 Bayleys report on Dunedin's commercial property market highlighted that like other provincial centres, big retailers in the city's retail heart are leaving due to changing consumer habits and the need for bigger floor plates. Like many provincial cities, Dunedin has also experienced a drop in pedestrian activity in the CBD, enticed away by ample and convenient carparking in shopping areas the fringes.

One of the attractions of living in a small city like Dunedin is that shoppers can make a trip into George Street, make purchases or do business in a short time frame. This is a very easy city to live and do business in. Retaining carparking options with the CBD is key to the retail quarter remaining competitive with the large format options on the fringes of the city.

We understand the council are undertaking a traffic and parking study. We endorse this and are committed to working with council to develop a parking strategy to support businesses in the CBD. We are very interested in looking at options such as; who has priority to park, parking time limits, parking for servicing and loading, mobility parking and for early identification of parking options at the entry to the CBD for drivers to be directed to parking buildings or on street parking using signage and technology.

PO Box 5511, Dunedin 9058

mail@heartofdunedin.nz

03 974 8284



Design

We are supportive of the design principles to upgrade the pedestrian experience of the city, including safety and enhancing George street as a vibrant destination.

Each block of George Street functions differently in terms of entertainment and retail offer. In terms of each block we see the Knox Church block (Albany – Fredrick Streets) benefitting from widening of the footpath on the harbour side of the street. The New Edinburgh Way (Fredrick – Hanover Streets), we see this as a slow street design. We see the Golden block (Hanover – St Andrews) as the key block which would benefit the most as a shared space, this area could be blocked off at certain times for events. The final block, Farmers block (St Andrews – Moray Place) is more suited to a slow street environment.

We are not supportive of separate bicycle paths on George Street as we are concerned with their conflict with the pedestrians. With all these blocks being long and wide we do not want to see traffic and parking removed. With the removal of the bus stops we believe there is ample space for all activities, even slow traffic maintains access, security and servicing. We know from other provincial towns in New Zealand and Australia removing traffic and parking decimates retailing.

Laneways

The consultation process has highlighted a large number of lanes linking George Street through to the streets at the rear. We agree that these lanes could provide greater accessibility to George Street and business or residential opportunities. Some building owners have begun to develop these lanes and we are keen to work with council on improving and activating these laneways, making them more attractive and safer to further enhance the retail quarter. We know that these laneways are successful in Melbourne where the council has partnered with building owners to provide urban design grants to improve them.

Encouraging inner city living

We support the idea of encouraging inner city living, not only to provide increased accommodation within the CBD to support business but to improve safety by way of passive surveillance. We urge Council to work together with building owners to provide a one stop contact for planning guidance to assist in partnering in these projects to deliver the best outcome for the CBD. We understand that this support occurred in an informal way on Vogel Street and encourage council to make revitalization planning assistance available.

PO Box 5511, Dunedin 9058

mail@heartofdunedin.nz

03 974 8284



Development impact and construction mitigation

Although recent construction of new Bus hub on Great King was not a Dunedin City Council project we would like the lessons learnt from the significant disruption delays be carried over into the George Street upgrade.

We encourage council to provide dedicated funded development activity plan to mitigate the impacts of construction. We will work in partnership with this team on initiatives and events during the term of the construction period and encourage council to continue with initiatives to enliven the area following construction. The CBD is the retail and entertainment centre and every effort must be made to support businesses retaining its appeal during construction. In terms of construction impact in particular, we are concerned with; the overall unappealing environment leading people to be discouraged from visiting businesses, a lack of access for loading and servicing, a lack of parking, business viability and downturn and safety for visitors to the street, especially during the evening.

Targeted Rate

We are firmly against businesses and property owners being levied for the upgrade as there was no separate rate for the upgrade of Vogel Street, therefore levying George Street would create an uneven playing field, and mostly importantly, the construction will create considerable disruption and hardship for the businesses.

Thank you for providing the opportunity to respond to the planning process for the George Street retail quarter.

Adrienne Wotton

Executive Officer

Heart of Dunedin

Email for correspondence to. adriennewootton@hotmail.co.nz

PO Box 5511, Dunedin 9058

mail@heartofdunedin.nz

03 974 8284

Dear Dunedin City Council,

We are writing to you to express our preferences for the re-design of George St. under the Central City Plan.

Thank you and we look forward to hearing back,
Generation Zero Dunedin

1 Who are we?

Generation Zero is a youth-led organisation founded with the purpose of providing solutions for New Zealand to cut carbon pollution through smarter transport, liveable cities & independence from fossil fuels. We believe in solutions-based advocacy and “getting things done”, making Generation Zero well regarded amongst local governments around the country.

As a Dunedin branch of the organisation, we are supported by resources from around the nation; including our many cities branches’ own experiences of successes and failures, as well as strong industry support across Architecture and Urban Planning & Design. For example, In 2016, our Generation Zero team was awarded the NZIA President's Award, and have been very successful in positive, non-partisan developments of infrastructure projects in all scales across many cities.

“Generation Zero has emerged as an energetic and committed organisation promoting a sustainable future for New Zealanders. Framing its concerns within a wider and urgent consideration of climate change, it has added a fresh and welcome perspective to debates about urban issues. The group has mounted important public education campaigns, in particular in the areas of voter enrolment, housing and transportation. Generation Zero worked with the Institute of Architects and Urban Design Forum on Auckland Unitary Plan submissions, advocating for better zoning, design-led development controls and urban intensification in order to address the housing crisis – a contribution acknowledged in the report of the Independent Hearings Panel.” - NZIA, 2016

We are a team of young Dunedin locals working towards a flourishing future for our city; through smarter transport, sustainable and thriving urbanism, liveable and loveable cities, whilst embracing our natural environment and local character. We want to stay in this city because we love it, but we depend on our council representing the new basic essentials of the next generation of city residents. Our team is made up of urban designers, urban planners, transport planners, environmental managers, economists, policy analysts, sustainability and transport community groups, graphic designers, communications and marketing specialists, and public relations managers; the list goes on. Our group varies from young professionals, to long-serving senior practitioners, students and engaged locals.

Generation Zero advocates for livable cities. We define a livable city as one that is rejuvenative¹, resilient, accessible and affordable. It is a city which values public spaces, and public health. It is resource efficient city in which you can get around gracefully without a car. And it works to ensure a strong local economy whose benefits are equitably distributed. In order to make Dunedin a livable city it is important that investment is made to ensure it is a connected and attractive city.

We truly want Dunedin to become 'One of The World's Great Small Cities' and we have gathered the many dedicated individuals and community groups working toward this goal to meaningfully participate and engage in the city's development. It is up to you as our cities leading institution to take us into the future, we need your help to make sure we can continue to live in this city. All the contributors to this feedback, are here because we don't just love Dunedin, but because we believe in Dunedin.

2 Overview of George st/ central city plan

- 2.1 George Street is a vital hub of Dunedin, as was recognized in the Central City Plan: "The area around George Street is Dunedin's key shopping area. The different retail styles on George Street and adjoining side streets, lanes and alleys include 'strip retail', malls, boutiques and department stores. These have been joined by a growing number of cafes and restaurants" (18). George Street and the surrounding area is designated as the "retail quarter" in the CCP, as the busy heart of the city's retail core with the city's highest pedestrian counts" (18).
- 2.2 Many of the opportunities identified in the CCP are in large part due to George Street as both a place and as an artery, connecting the university and hospital with businesses, museums, and community centers. Dunedin's compact size, its thriving tertiary and medical sectors, its appeal as a destination for tourists and other visitors, and its increasing population means more people frequenting central city businesses and more foot traffic on George Street. It also increases the importance of making George Street a place where people are encouraged to spend time--as a destination unto itself, rather

¹ It is important to note that our definition of a livable city can be distinguished from the general definition in that we believe that sustainability will be necessary but not sufficient to deal with climate change; instead we should aim for rejuvenation as this takes into account the climate destruction that has already taken place.

than simply a place that houses destinations. Additionally, Dunedin's unique and distinctive heritage presents an opportunity for physical spaces like George Street to showcase our history and culture.

**22% of Dunedin's businesses and
29% of employees**

**36% of the sales,
43% of the employment
and 51% of the floor space of
the retail and hospitality sector**

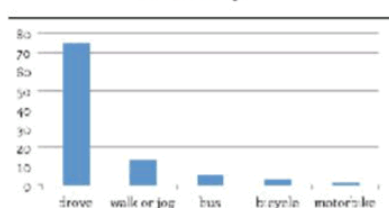
**43% of Dunedin's office space
was located in the central city in 2012**

**74% of Dunedin's hotel
rooms are located in the central city**

(CCP, 8)

On the other hand, the Central City Plan identified numerous challenges which we must take into account when considering how to make Dunedin an even better place to live. These include aging infrastructure and public realm improvements, challenges of a low growth environment, an unbalanced central city, a car-dominated environment, insufficient quality public open space, insufficient visitor infrastructure, changing retail patterns, a lack of visibility of Ngāi Tahu cultural heritage, and resistance to change among retailers.

Mode share travel for travelling to work in central city



In 2012 there were more than **8405** car parks in the central city area, made up of **2,814** on street car parks and **5,591** off street car parks.

(CCP, 11)

2.3 The George Street redesign provides an exceptional opportunity to tackle and overcome many of these challenges. As noted in the Central City Plan, “replacing this infrastructure will be invasive, but also offers opportunities to consider how the streets and footpaths should look in future” (10). If done right, the redesign will make George Street a place where people want to spend more time and therefore more money, attracting new businesses to the area and ensuring existing businesses can thrive. Transforming George Street to a shared space, where pedestrians and cyclists are prioritized over cars, can make this happen, as well as increasing the safety, attractiveness, and quality of the district.

2.4 The redesign also presents an opportunity to create much needed quality public open space. As a shared space, George Street can easily be transformed into a fairground, farmers market, street musician plaza, and general public gathering place. This could alleviate some of the strain on the Octagon as the main viable place for public events, and is especially convenient considering the proximity between the two. The redesign should also include new signage for visitors to make the area more accessible to tourists, and can serve as a vehicle for recognizing and celebrating Ngāi Tahu culture. As noted in the Central City Plan, “There are few references to Ngāi Tahu culture, values or kaitiakitanga in the design of public spaces or public buildings in the central city, there are few bilingual visitor or other signs, sites of significance have little or no interpretation, and there are few examples of public art that celebrate Ngāi Tahu culture and arts within the central city” (12). A redesigned George Street can and should incorporate all of these features.

The Central City Plan listed two central goals of the George Street redesign:

- To make George Street a more attractive place for people to visit.
- Improve safety and accessibility for pedestrians and other vulnerable road users and reduce crash rates.

2.5 We view transforming George Street to a “shared space” which prioritizes pedestrians over vehicular traffic is the best way to achieve both of these goals, making George Street more attractive, safe, and accessible. At a time when retail vacancy has increased by over 50 percent (CCP 12), a fundamental transformation of George Street is the most effective way to improve the local economy and ensure a continued thriving central Dunedin.

- 2.6 We also endorse two ideas listed in the Central City Plan regarding the George Street redesign: identifying suitable locations to install play equipment for children so families are encouraged to spend more time in the central city, and considering opportunities to re-use the road space formerly used as bus stops such as "micro-parks", seating areas, locations for public art, or cycle parking.

Opportunities identified by the CCP include:

1. Compact Size--Much of the population lives in close proximity to the central city.
2. A tertiary and medical city--"The location of these large institutions means that three of the city's largest employers (the Dunedin City Council, the Hospital, and the University) are all located in or directly adjacent to the central city" (CCP, 8). George street is a central artery for students and hospital workers alike.
3. A destination for workers and shoppers: "...the majority of the city's retail and office development remains within the CBD" (CCP, 8). Dunedin is also host to approximately 2 million visitors each year, a large number of whom walk around and spend time in the central city.
4. More people living in the central city--including more than 50 new apartments built in the central city since 2011.
5. A unique and distinctive heritage character; "areas like George Street show how successful re-use of heritage buildings for a modern purpose results in an attractive streetscape" (CPP, 9).

Challenges identified by the CCP include:

1. Aging infrastructure and public realm improvements: "Replacing this infrastructure will be invasive, but also offers opportunities to consider how the streets and footpaths should look in future...The last upgrade of the city's public spaces took place over 20 years ago and streets and other public areas are now looking tired in comparison to other centres around the country" (CCP, 10). Approximately 18,000m² of paving require renewal.
2. Challenges of a low growth environment: "Attracting new business and residents, encouraging new activities, and reducing the leakage of office and retail activity in order to increase central city occupancy rates are key to improving this environment and protecting the preeminent role of the central city" (CCP, 10).

3. An unbalanced central city: "A key goal of the Central City Plan is to ensure regeneration of one area is not at the expense of other parts of the central city..." (CCP, 10).
4. *A car-dominated environment: "Transport planning and provision in the past has been strongly oriented towards providing infrastructure for private motor vehicles, as car ownership has grown and land use planning has supported 'urban sprawl'. This has encouraged more vehicles into the central city area, causing congestion and requiring increasing amounts of land to be dedicated to car parking. This focus on private motor vehicles has been at the expense of investing in facilities which create safe, convenient and attractive experiences for other transport modes like public transport and cycling. It has also negatively impacted the provision of an attractive, high-quality, healthy and safe environment for pedestrians. Today, Dunedin's central city has one of the poorest safety records for pedestrians and cyclists in the country.
"Car dominant city centres also do not have positive benefits for the entire retail sector. While parking outside destination retailers may be convenient, it reduces the amount incidental spending and interaction encouraged by walking past multiple retailers. Parking supply contributes to the success of central cities, but this parking needs to be the correct type of parking in the right locations to ensure it serves demand without undermining the look and feel of the central city. Creating an easily accessible environment, which people are attracted to and want to spend time in is important to supporting retail in the central city. " (DCC, 11).
5. Insufficient quality public open space: "Good pedestrian and physical links between spaces are also lacking" (DCC, 11). The Octagon is the city's main open space.
6. Insufficient visitor infrastructure. "Visitor signage and interpretation remains basic and could be improved to make the city more interesting, convenient and accessible. The public transport system is not easy for visitors to the city to understand or use. There are insufficient public toilets throughout the central city at all times..." (CCP, 12). Issues also identified as priorities in the Dunedin Visitor Strategy.
7. Changing retail patterns: "While still relatively strong, areas like George Street that have previously been premium, in-demand retail strips are now experiencing greater vacancy rates than they have previously. The community is particularly

sensitive to the perceptions created by vacancies on the main retail streets" (CCP, 12).

8. A lack of visibility of Ngāi Tahu cultural heritage: "There are few references to Ngāi Tahu culture, values or kaitiakitanga in the design of public spaces or public buildings in the central city, there are few bilingual visitor or other signs, sites of significance have little or no interpretation, and there are few examples of public art that celebrate Ngāi Tahu culture and arts within the central city" (CCP, 12).
9. Resistance to change among retailers. Need to work collaboratively to provide confidence that changes will positively address these challenges.

**Retail vacancy in Dunedin
increased from 5.1% to 8.0%
between 2011 and 2014**

(CCP, 12).

The Retail Quarter: "The area around George Street is Dunedin's key shopping area. The different retail styles on George Street and adjoining side streets, lanes and alleys include 'strip retail', malls, boutiques and department stores. These have been joined by a growing number of cafes and restaurants" (CPP, 18). Different sections of George Street have developed unique characteristics, and present slightly different needs and challenges.

Strengths and weaknesses of George Street, as identified in the Central City Plan

"George Street is still the busy heart of the city's retail core with the city's highest pedestrian counts" (CPP, 18). Strengths include:

- An attractive and welcoming environment.
- Visual interest of the heritage buildings lining the street.
- A sunnier and more sheltered microclimate than other parts of the central city.
- The proximity of the University and Hospital.
- The proximity to large amounts of off-street public parking.
- The continued agglomeration of retail activity.
- A topography that encourages ease of accessibility for a range of users.

(CPP, 18)

On the other hand, the number of vacant shops has increased recently, and the public realm is looking “fired and dated” (CPP, 18). Challenges include:

- The need to complete ‘three waters’ infrastructure renewals and paving upgrades.
- Changing retail patterns and the growth of online shopping.
- The lease costs of locating businesses on George Street.
- The cost of building upgrades.
- Further relocation of retail and services away from the CBD.
- Conflicting ideas related to the amount of space and priority allocated to different road users (e.g. cars, cyclists, public transport, pedestrians).
- High numbers of accidents involving vulnerable road users.
- Conflicting views over the amount, location and types of car parking.
- The effects of large numbers of buses using George Street (noise pollution, fumes, amount of space used for bus stops).
- Confusion between roads acting as a destination or a through route.
- Low levels of building maintenance and upgrading.
- A limited range of shop sizes.
- Limited amounts of public space and areas to rest along with the uninspiring nature of existing public areas, with limited public art and a lack of innovative design.
- The age and style of amenity improvements and street furniture making the area appear dated, contributing to a cluttered appearance.
- Too few public toilets.
- The difficulty of negotiating the area for those with disabilities.
- Uneven brick paved surfaces pose a safety concern, especially for the elderly.

(CPP, 18).

Key objectives outlined by the CCP: Protect and enhance George Street and associated streets as the city’s premiere retail destination for a range of commercial tenants (CCP, 19).

- To make George Street a more attractive place for people to visit.
- Improve safety and accessibility for pedestrians and other vulnerable road users and reduce crash rates.

- Coordinate infrastructure renewals to limit the extent of any further disturbances in the period following the amenity and safety improvement works.

"At this stage, the Council has not taken a position on the most appropriate future form for George Street. It wants to know how the community would like to see the area develop before it looks at detailed options" (CCP, 18).

"It is proposed that any adopted streetscape enhancements will change the existing pavers and replica Victorian street furniture, using a more neutral colour palette for elements like paving and simpler, more contemporary design and materials for street lights, seats, and other street furniture...This will help to give the quarter a "fresher" appearance" (CCP, 18).

Opening of the central city bus hub will allow buses to be routed off parts of George Street, "reducing the negative amenity and environmental impacts of buses in these spaces and creating opportunities for the space made available where bus stops would be removed or reduced in size in these streets" (CCP, 18).

Other CCP ideas:

- Improved signage and real time information on the location and number of off-street parking spaces
- Identify suitable locations to install play equipment for children so families are encouraged to spend more time in the central city
- Consider opportunities to re-use the road space formerly used as bus stops such as "micro-parks", seating areas, locations for public art, or cycle parking.

3 Putting people first

3.1 Generation Zero believes that it is important to put people first in the designing of our city streets. We also believe it is important for streets to be designed at a human scale. Indeed, "in an urban context, **street design must meet the needs of people** walking, cycling, taking transit, doing business, providing city services, and driving, all in a constrained space."²

3.2 It is important that George St is designed for everyone. Streets need to be accessible to our diverse community; "design streets to be equitable and inclusive, serving the needs and

² GSDG, 54

functions of diverse users with particular attention to people with disabilities, seniors, and children”³ In addition to this the design should “create environments that entice people to stay and spend time, generating higher revenues for businesses and higher value for homeowners”⁴ and allowing space for people to access public space.

3.2.1 It is important for the design to “prioritize the safety of pedestrians, cyclists, and the most vulnerable users among them: children, seniors, and people with disabilities.”⁵ In order to make George St a safer place for all. This includes, but is not limited to lowering street speeds, making clear movement corridors for pedestrians, reducing steep gradients, narrow throughways, and general accessibility.

3.2.2 It is important for both signage and natural wayfinding to be incorporated into the design. Up to date electronic signage will help with access to public transport and recognition of traditional place names through signage and wayfinding will help to incorporate mana whenua in the design process.

4 Creating an Ōtepoti Dunedin sense of place

- 4.1 Dunedin has the opportunity to be a vibrant and diverse city; one that all Dunedinites can feel proud of. In order to do this however, the ongoing urban design of the city needs to be underpinned by sound values agreed upon now. This is the ideal output of consulting (and bringing on board) members of our community, and building up our sense of community and pride in our environment. Indeed, “Designing Streets for Place means considering the local culture and context [... shaping] streets to improve not only the built, but the natural, social, cultural, and economic environments.”⁶
- 4.2 Our built environment has a clear connection with those who use it. It is important that when designing what George St should look like in the future that consideration of how people move around the streets now is taken into account and effectively monitored before and after changes are made. To this end, we support the use of trials and tactical urbanism in order to gauge the preferences of our community. It is very important that the urban design team:

³ GSDG, 54

⁴ GSDG, 55

⁵ GSDG, 54

⁶ GSDG, pg. 57.

*"consider local culture and climate to ensure that the streets support daily routines, rituals, and behaviors. Provide access to new mobility choices and invite people to feel comfortable in their neighborhoods at all times of the day. Analyze what the street means, as a place, to the people who live and work nearby. Document how and when they use the street. Engage local communities and involve them in the process of transformation to ensure the adoption and long-term stewardship of the street."*⁷

- 4.3 Generation Zero find it of central importance to define the place that is George Street. We support the use of the framework enumerated in the Global Street Design Guide (below) to define our sense of place.

Defining Place:

- *Built Environment: "Streets provide the continuous network that connects the many constructed environments, providing the infrastructure to facilitate mobility, critical services, and human activity. Use the scale of buildings and blocks that frame each street to inform its character and the appropriate mix of uses it should support" (GSDG, 58).*
- *Natural Environment: "Identify local hazards and levels of pollution to help prioritize strategies for improving the natural environment. In the face of climate change, design street networks to respect, protect, embrace, and enhance ecological systems, natural topography, and water bodies, and to manage local climatic conditions" (GSDG, 58).*
- *Social and Cultural Context: "Streets can allow people to live their public life in a city. Design streets to inform a sense of place in each neighborhood, embedding historical and cultural meaning for communities" (GSDG, 59).*
- *Economic Environment: "Local economic considerations inform the type, identity, and quality of sustainable street projects in the city...Use these considerations to inform the local street designs so that they support and enhance long-term equity and economic sustainability" (GSDG, 59).*

- 4.4 In her seminal work *The Death and Life of Great American Cities*, Jane Jacobs recognised that diversity in design is important to ensure that the built environment serve more than one primary function to ensure the presence of people using the same common facilities at different times. In order to determine what functions people use George St for, it is important for the urban design team to take into account the uses expressed throughout this consultation period and for continuous monitoring of the space to occur.

Jacobs argued that the precincts must serve more than one primary function to ensure presence of people using the same common facilities at different times. That older and historic buildings should be retained and refurbished in order for different people and businesses to be able to afford different levels of rents within safe and healthy buildings. And that a dense concentration of people, including residents, should be encouraged to promote visible city life.

⁷ (GSDG, 57)

Jacobs refutes the myths about disadvantages of diversity presented in orthodox planning. First she argues that diversity does not innately diminish visual order. Conversely, homogeny or superficially diverse-looking homogeneous areas lack beauty. Moreover, diversity is not the root cause of traffic congestions, which is caused by vehicles and not people in themselves. Lively, diverse areas encourage walking. Diversity is not permissive to ruinous uses- if defined correctly- either. We believe that incorporating a diverse set of values in the design is important to enhance the vibrancy of the street and to make all those in the community feel a connection to the place.

- 4.4.1 Generation Zero supports the work of Jane Jacobs and employs the DCC urban design team to embrace the diversity of George St and the wider Dunedin environment when designing the George St upgrade. We support the upgrade including and restoring heritage buildings and sites where possible to achieve this end.
- 4.5 We applaud the urban design team for reaching out to mana whenua to create a set of standards for this design, and support this relationship to be fostered in order to better uphold the principles of Te Tiriti o Waitangi (Treaty of Waitangi). Notwithstanding the outcomes of these discussions⁸ with mana whenua we believe that it is important to take into consideration a number of tangata whenua values:
- 4.5.1 **Mana:** iwi and hapu as mana whenua should be recognised and provided with a platform⁹ "for working relationships where manawhenua values, world views, tikanga, cultural narratives and visual identity can be appropriately expressed in the design environment. The development of high level Treaty based relationships with mana whenua is essential prior to finalising design approaches and will maximise the opportunities for design outcomes. [It is] important to identify any primary mana whenua groups as well as wider mana whenua interests in any given development"
- 4.5.2 **Whakapapa:** Maori names are celebrated by recognising and celebrates the significance of mana whenua ancestral names. Recognises ancestral names as entry points for exploring and honouring tūpuna, historical narratives and customary practises associated with development sites and their ability to enhance sense of place connections. Mana whenua consultation and research on the use of correct ancestral names, including macrons is important to the proposed design.
- 4.5.3 **Taiao:** the natural environment is protected, restored and/or enhanced. The design sustains and enhances the natural environment; local flora and fauna which are familiar and significant to mana whenua are key natural landscape elements within urban and / or modified areas; and natural

⁸ Where our submission contradicts the wishes of mana whenua we encourage the urban design team to disregard our requests in favour of local iwi and hapu.

⁹ Under the framework of relationship enumerated and developed under Te Tiriti o Waitangi.

environments are protected, restored or enhanced to levels where sustainable mana whenua harvesting is possible.

- 4.5.4 **Mauri Tu:** Environmental health is protected, maintained and / or enhanced. The wider development area and all elements and developments within the site are considered on the basis of protecting, maintaining or enhancing mauri. The quality of wai, whenua, ngāhere and air are actively monitored. Water, energy and material resources are conserved. Community wellbeing is enhanced.
- 4.5.5 **Mahi Toi:** Iwi/hapū narratives are captured and expressed creatively and appropriately. Where ancestral names, local tohu and iwi narratives are creatively reinscribed into the design environment including: landscape; architecture; interior design and public art and iwi / hapū mandated design professionals and artists are appropriately engaged in such processes. This means that mana whenua assist in establishing design consortia which are equipped to translate iwi/hapū cultural narratives into the design environment; that civic / shared landscapes are created to reflect local iwi/hapu identity and contribute to sense of place and that iwi/hapū narratives are reinscribed in the environment through public art and design
- 4.5.6 **Ahi Ka:** Iwi/hapū have a living and enduring presence and are secure and valued within their rohe. Meaning mana whenua live, work and play within their own rohe, the design acknowledges the post Treaty of Waitangi settlement environment where iwi living presences can include customary, cultural and commercial dimensions and living iwi/hapū presences and associated kaitiaki roles are resumed within urban areas. This could be implemented through: access to natural resources (weaving species, mahinga kai, waterways, etc) facilitates, maintains and /or enhances mana whenua ahi kā and kaitiakitanga; Civic/iwi joint venture developments ensure ahi kā and sense of place relationships are enhanced; Iwi/private sector joint venture developments enhance employment and ahi kā relationships.
- 4.6 It is also important to consider the changing diversity of Dunedin's community. Dunedin is a proud centre for refugee settlement and we should embrace this in the urban design of our city. We encourage the Urban Design team to reach out to these communities to understand how the place can be more welcoming to refugee and immigrant communities¹⁰.
- 4.7 Dunedin is also a UNESCO¹¹ city of literature. We hope that the Urban Design Team

¹⁰ The Multi-Ethnic Committee is a good starting point for this, we can also provide notes from a workshop they held at last years Future Living Dunedin hui.

¹¹ <https://www.cityofliterature.co.nz/>

will embrace this and try to incorporate this aspect of our city's culture into the design. George st. "should be designed as a place for cultural expression, social interaction, celebration, and public demonstration". So in addition to public artworks we should use this opportunity to celebrate the literature of city (painted city poetry is one way to achieve this. Also, there is currently an app called Dtour being developed to highlight a number of sites of literary importance¹² and we encourage the Urban Design team to get in contact with this project so that these sites can be easily identified and accessed; and to ensure seamless integration between the Detour App and the upgraded design.¹³

5 Streets as Places

5.1 In order to boost the flow of people, money and cultural ideas it is important that the city, both in its

component parts and as a whole, is seen as a destination. The Destination Plan encourages this, attempting to ensure that Dunedin is competitive and gains (or retains) popularity as a destination for work, study and holidays. Generation Zero believes that there are a number of ways that the Urban Design team can make George St a destination (see below).

5.2 It is important for public art to be incorporated into the design¹⁴. We encourage the Urban Design

team to utilise projects under Ara Toi and the Environment Envoy in addition to Maori designs in order to bring vibrancy to the street.

5.3 Generation Zero supports the George St redesign to be an adaptable event space. Realistic and

¹²

<https://www.odt.co.nz/news/dunedin/new-app-dtour-links-writers-and-their-stories-city-wider-region>

¹³ Dave Ciccoricco (University of Otago, English and Linguistics Department) and Nicky Page (UNESCO, DCC) would be the people to contact about this.

¹⁴

<http://universaldesigntool.co.nz/outside-and-surrounds/vehicles-and-bicycles/a-sense-of-place/public-art-embed-artwork-into-the-fabric-of-the-site-and-combine-fun-with-function/>

practical measures for events and/or space for pop-up vendors need to be provided for. In order to attract people, it needs to be a reliable spot known to have a space reserved for either food trucks, stalls etc as proposed. It will be important for the design to move away from the current outdated public space management of having to shut down the street and go through lengthy bureaucratic processes to enable an event, no matter how small or slightly disruptive.

a. Easing bylaws on outdoor furniture

2. Utilise laneways

6 Greening the Streets

6.1 Generation Zero supports the planting of trees in the centre city in order to absorb carbon emissions. We believe that it is important for there to be substantial greenery in the centre city to facilitate this. Furthermore, we acknowledge that through planting trees we are "reducing local temperatures and shading building surfaces, green infrastructure reduces the cooling demand of buildings, thus cutting energy needs"¹⁵ and therefore reduce the emissions of the city.

6.2 Generation Zero supports the use of natural systems, such as plantings, to effectively manage stormwater.

6.3 In addition to this we believe it is important to consider the following things:

Re-establishment of local biodiversity

Creating and connecting ecological corridors

Planting of appropriate indigenous flora in public places, strategies to encourage native planting in private spaces

Selection of plant and tree species as seasonal markers and attractors of native bird life

Establishment and management of traditional food and cultural resource areas allowing for active kaitiakitanga

Daylighting, restoration and planting of waterways

Contaminated areas of soil are remediated

Rainwater collection systems, grey-water recycling systems and passive solar design opportunities are explored in the design process

Hard landscape and building materials which are locally sourced and of high cultural value to mana whenua are explored in the design process

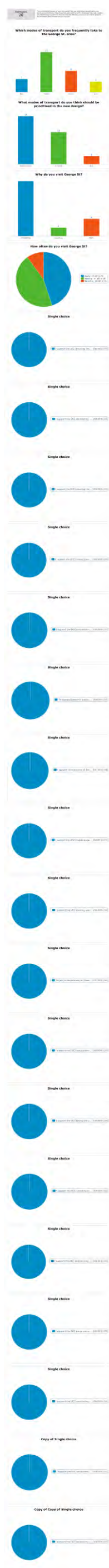
¹⁵ Global Street Design Guide.

New Zealand Standards and Best Practice Guidelines

- **Legalities and Ethical Considerations to address —**
- NZTA Road and Traffic Standard Series - RTS 14 – Guidelines for facilities for blind and vision impaired pedestrians
- NZTA Pedestrian planning and design guide
- NZTA Urban Design – Frequently Asked Questions
- Shared Space Guidance - Definitions & Lessons from UK

Planning should include Monitoring before and after

- This should be built into the costings for the project.
- Documenting and observing people's behaviour.
- Emergent active edges and sunlight over the seasons.
- Pedestrian Paths; entering, in and exiting the area.



From: [Jenny Coatham](#)
To: [Kathryn Ward](#)
Subject: Fwd: [My Form (5)]
Date: Wednesday, 10 April 2019 11:48:03 a.m.

----- Forwarded message -----

From: **123FormBuilder** <noreply@123formbuilder.io>
Date: Fri, 29 Mar 2019 at 11:46 PM
Subject: [My Form (5)]
To: dunedin@generationzero.org.nz <dunedin@generationzero.org.nz>

Mode of Transport

Which modes of transport
do you frequently take to the no
George St. area?-Bus

Which modes of transport
do you frequently take to the yes
George St. area?-Walk

Which modes of transport
do you frequently take to the yes
George St. area?-Cycle

Which modes of transport
do you frequently take to the no
George St. area?-Car

Which modes of transport
do you frequently take to the no
George St. area?-e-scooter

Which modes of transport
do you frequently take to the no
George St. area?-Other:

What modes of transport do
you think should be prioritised in the new yes
design?-Pedestrians

What modes of transport do
you think should be prioritised in the new no
design?-Cycling

What modes of transport do
you think should be prioritised in the new no
design?-Bus

What modes of transport do
you think should be prioritised in the new no
design?

design?-Other:	
Why do you visit George St? -Shopping	no
Why do you visit George St? -Business	no
Why do you visit George St? -Work	no
Why do you visit George St? -Other:Eating/socialising	yes, Eating/socialising
How often do you visit George St?	Weekly
Putting People First	
Single choice	I support the DCC ensuring the upgrade to George St is accessible by incorporating relevant design features e.g. tactile pavers and wheelchair accessways.
Single choice	
Single choice	I support the DCC ensuring the street level is a place of recreation and comfort in all weather conditions by providing amenities like covered seating, Parklets, and wind covers.
Single choice	I support the DCC turning George St into a shared space and deprioritizing car movement by reducing the speed limit to and introducing a flat street level by removing the road to footpath curb.
Create a Sense of Place	
Single choice	I support the DCC collaborating with local iwi to incorporate Maori design principles in order to embed the identity of tangata whenua in community spaces
Single choice	To elevate Dunedin's status as an international UNESCO City of Literature, I support the inclusion of signs and physical landmarks that celebrate our unique literary history.
Single choice	I support the inclusion of design features that embed the communities of former refugees in our public spaces, reflecting the increasing diversity of Dunedin's cultural experiences and understanding.
Streets as Places	
Single choice	I support the DCC including water fountains in the George St. redesign in order to ensure Dunedin's streets are inviting and attractive spaces to visit.
Single choice	I support the DCC creating spaces specifically designed to be inviting and appropriate for street art and performers to use, giving vibrancy and energy to the George St. area.
Single choice	

Single choice	I support the DCC using planter boxes to pedestrianise George Street and make it an adaptable area. These boxes should contain either species endemic to Aotearoa, or edible fruit or vegetables that the community can take and look after.
Greening the Streets	
Single choice	I support the DCC taking the provision of sunlight and shade into consideration when planting trees on George St.
Single choice	I support the DCC selecting vegetation that optimizes water flow in order to mitigate the effects of flooding.
Single choice	I support the DCC emphasising endemic and productive species in the George St. renewal (i.e. planting native plants preferred by endemic species such as Tui and Bellbirds, and trees that can provide fruit for the community).
Considering the Future	
Single choice	I support the DCC using environmentally friendly materials and techniques in order to reduce the impact and emissions resulting from the construction of the George St. renewal.
Single choice	I support the DCC considering emission reductions as part of their design, for example, prioritising low-emissions transport modes and installing solar panels on street covers.
Copy of Single choice	I support the DCC proactively adapting to our changing environment and taking steps to reduce flooding risk and problems arising from heatwaves.
Copy of Copy of Single choice	I support the DCC considering future works to the transport network (e.g. other central city plan projects and the changes resulting from the hospital project) and incorporating this into the proposed design.
Any further comments	
Email	croc.pot@gmail.com

The message has been sent from 119.224.127.90 (New Zealand) at 2019-03-29 22:46:15 on Chrome 72.0.3626.105
Entry ID: 20

From: [Jenny Coatham](#)
To: [Kathryn Ward](#)
Subject: Fwd: [My Form (5)]
Date: Wednesday, 10 April 2019 11:48:19 a.m.

----- Forwarded message -----

From: **123FormBuilder** <noreply@123formbuilder.io>
Date: Thu, 28 Mar 2019 at 9:15 AM
Subject: [My Form (5)]
To: dunedin@generationzero.org.nz <dunedin@generationzero.org.nz>

Mode of Transport

Which modes of transport
do you frequently take to the no
George St. area?-Bus

Which modes of transport
do you frequently take to the yes
George St. area?-Walk

Which modes of transport
do you frequently take to the yes
George St. area?-Cycle

Which modes of transport
do you frequently take to the yes
George St. area?-Car

Which modes of transport
do you frequently take to the no
George St. area?-e-scooter

Which modes of transport
do you frequently take to the no
George St. area?-Other:

What modes of transport do
you think should be prioritised in the new yes
design?-Pedestrians

What modes of transport do
you think should be prioritised in the new yes
design?-Cycling

What modes of transport do
you think should be prioritised in the new no
design?-Bus

What modes of transport do
you think should be prioritised in the new no
design?

design?-Other:	
Why do you visit George St?	yes
-Shopping	
Why do you visit George St?	no
-Business	
Why do you visit George St?	no
-Work	
Why do you visit George St?	yes, Arts/music events
-Other:Arts/music events	
How often do you visit George St?	Daily
Putting People First	
Single choice	I support the DCC ensuring the upgrade to George St is accessible by incorporating relevant design features e.g. tactile pavers and wheelchair accessways.
Single choice	I support the DCC considering alternative signage and wayfinding to improve the natural movement of people on George Street and improve the on-street experience.
Single choice	I support the DCC ensuring the street level is a place of recreation and comfort in all weather conditions by providing amenities like covered seating, Parklets, and wind covers.
Single choice	I support the DCC turning George St into a shared space and deprioritizing car movement by reducing the speed limit to and introducing a flat street level by removing the road to footpath curb.
Create a Sense of Place	
Single choice	I support the DCC collaborating with local iwi to incorporate Maori design principles in order to embed the identity of tangata whenua in community spaces
Single choice	To elevate Dunedin's status as an international UNESCO City of Literature, I support the inclusion of signs and physical landmarks that celebrate our unique literary history.
Single choice	I support the inclusion of design features that embed the communities of former refugees in our public spaces, reflecting the increasing diversity of Dunedin's cultural experiences and understanding.
Streets as Places	
Single choice	I support the DCC including water fountains in the George St. redesign in order to ensure Dunedin's streets are inviting and attractive spaces to visit.
Single choice	I support the DCC creating spaces specifically designed to be inviting and appropriate for street art and performers to

	use, giving vibrancy and energy to the George St. area.
Single choice	To add to the vibrancy of Dunedin's streets, I support the DCC creating further innovative outdoor activities and games, such as giant chess or interactive activities.
Single choice	I support the DCC using planter boxes to pedestrianise George Street and make it an adaptable area. These boxes should contain either species endemic to Aotearoa, or edible fruit or vegetables that the community can take and look after.
Greening the Streets	
Single choice	I support the DCC taking the provision of sunlight and shade into consideration when planting trees on George St.
Single choice	I support the DCC selecting vegetation that optimizes water flow in order to mitigate the effects of flooding.
Single choice	I support the DCC emphasising endemic and productive species in the George St. renewal (i.e. planting native plants preferred by endemic species such as Tui and Bellbirds, and trees that can provide fruit for the community).
Considering the Future	
Single choice	I support the DCC using environmentally friendly materials and techniques in order to reduce the impact and emissions resulting from the construction of the George St. renewal.
Single choice	I support the DCC considering emission reductions as part of their design, for example, prioritising low-emissions transport modes and installing solar panels on street covers.
Copy of Single choice	I support the DCC proactively adapting to our changing environment and taking steps to reduce flooding risk and problems arising from heatwaves.
Copy of Copy of Single choice	I support the DCC considering future works to the transport network (e.g. other central city plan projects and the changes resulting from the hospital project) and incorporating this into the proposed design.
Any further comments	Removing on-street parking from George Street will be an important step towards making it an attractive, safe, and enjoyable part of town.
Email	jferer2017@gmail.com

The message has been sent from [139.80.239.134](mailto:jferer2017@gmail.com) (New Zealand) at 2019-03-28 08:15:28 on Chrome 73.0.3683.86
Entry ID: 19

From: [Jenny Coatham](#)
To: [Kathryn Ward](#)
Subject: Fwd: [My Form (5)]
Date: Wednesday, 10 April 2019 11:48:37 a.m.

----- Forwarded message -----

From: **123FormBuilder** <noreply@123formbuilder.io>
Date: Wed, 27 Mar 2019 at 7:54 PM
Subject: [My Form (5)]
To: dunedin@generationzero.org.nz <dunedin@generationzero.org.nz>

Mode of Transport	
Which modes of transport do you frequently take to the George St. area?-Bus	no
Which modes of transport do you frequently take to the George St. area?-Walk	yes
Which modes of transport do you frequently take to the George St. area?-Cycle	no
Which modes of transport do you frequently take to the George St. area?-Car	no
Which modes of transport do you frequently take to the George St. area?-e-scooter	no
Which modes of transport do you frequently take to the George St. area?- Other:motorcycle	yes, motorcycle
What modes of transport do you think should be prioritised in the new design?-Pedestrians	yes
What modes of transport do you think should be prioritised in the new design?-Cycling	yes
What modes of transport do you think should be prioritised in the new design?-Bus	no
What modes of transport do you think should be	no

prioritised in the new design?-Other: motorcycle	
Why do you visit George St?	yes
-Shopping	
Why do you visit George St?	no
-Business	
Why do you visit George St?	yes
-Work	
Why do you visit George St?	no
-Other: motorcycle	
How often do you visit George St?	Daily
Putting People First	
Single choice	I support the DCC ensuring the upgrade to George St is accessible by incorporating relevant design features e.g. tactile pavers and wheelchair accessways.
Single choice	I support the DCC considering alternative signage and wayfinding to improve the natural movement of people on George Street and improve the on-street experience.
Single choice	I support the DCC ensuring the street level is a place of recreation and comfort in all weather conditions by providing amenities like covered seating, Parklets, and wind covers.
Single choice	I support the DCC turning George St into a shared space and deprioritizing car movement by reducing the speed limit to and introducing a flat street level by removing the road to footpath curb.
Create a Sense of Place	
Single choice	I support the DCC collaborating with local iwi to incorporate Maori design principles in order to embed the identity of tangata whenua in community spaces
Single choice	To elevate Dunedin's status as an international UNESCO City of Literature, I support the inclusion of signs and physical landmarks that celebrate our unique literary history.
Single choice	I support the inclusion of design features that embed the communities of former refugees in our public spaces, reflecting the increasing diversity of Dunedin's cultural experiences and understanding.
Streets as Places	
Single choice	I support the DCC including water fountains in the George St. redesign in order to ensure Dunedin's streets are inviting and attractive spaces to visit.
Single choice	I support the DCC creating spaces specifically designed to

	be inviting and appropriate for street art and performers to use, giving vibrancy and energy to the George St. area.
Single choice	To add to the vibrancy of Dunedin's streets, I support the DCC creating further innovative outdoor activities and games, such as giant chess or interactive activities.
Single choice	I support the DCC using planter boxes to pedestrianise George Street and make it an adaptable area. These boxes should contain either species endemic to Aotearoa, or edible fruit or vegetables that the community can take and look after.
Greening the Streets	
Single choice	I support the DCC taking the provision of sunlight and shade into consideration when planting trees on George St.
Single choice	I support the DCC selecting vegetation that optimizes water flow in order to mitigate the effects of flooding.
Single choice	I support the DCC emphasising endemic and productive species in the George St. renewal (i.e. planting native plants preferred by endemic species such as Tui and Bellbirds, and trees that can provide fruit for the community).
Considering the Future	
Single choice	I support the DCC using environmentally friendly materials and techniques in order to reduce the impact and emissions resulting from the construction of the George St. renewal.
Single choice	I support the DCC considering emission reductions as part of their design, for example, prioritising low-emissions transport modes and installing solar panels on street covers.
Copy of Single choice	I support the DCC proactively adapting to our changing environment and taking steps to reduce flooding risk and problems arising from heatwaves.
Copy of Copy of Single choice	I support the DCC considering future works to the transport network (e.g. other central city plan projects and the changes resulting from the hospital project) and incorporating this into the proposed design.
Any further comments	
Email	j.s.spruyt@gmail.com

The message has been sent from 139.80.239.129 (New Zealand) at 2019-03-27 18:54:04 on Chrome 72.0.3626.122
Entry ID: 18

From: [Jenny Coatham](#)
To: [Kathryn Ward](#)
Subject: Fwd: [My Form (5)]
Date: Wednesday, 10 April 2019 11:49:04 a.m.

----- Forwarded message -----

From: **123FormBuilder** <noreply@123formbuilder.io>
Date: Sat, 23 Mar 2019 at 12:59 PM
Subject: [My Form (5)]
To: dunedin@generationzero.org.nz <dunedin@generationzero.org.nz>

Mode of Transport

Which modes of transport
do you frequently take to the no
George St. area?-Bus

Which modes of transport
do you frequently take to the yes
George St. area?-Walk

Which modes of transport
do you frequently take to the yes
George St. area?-Cycle

Which modes of transport
do you frequently take to the no
George St. area?-Car

Which modes of transport
do you frequently take to the no
George St. area?-e-scooter

Which modes of transport
do you frequently take to the no
George St. area?-Other:

What modes of transport do
you think should be prioritised in the new yes
design?-Pedestrians

What modes of transport do
you think should be prioritised in the new yes
design?-Cycling

What modes of transport do
you think should be prioritised in the new no
design?-Bus

What modes of transport do
you think should be prioritised in the new no
design?

design?-Other:	
Why do you visit George St?	yes
-Shopping	
Why do you visit George St?	no
-Business	
Why do you visit George St?	no
-Work	
Why do you visit George St?	yes, Social
-Other:Social	
How often do you visit George St?	Weekly
Putting People First	
Single choice	I support the DCC ensuring the upgrade to George St is accessible by incorporating relevant design features e.g. tactile pavers and wheelchair accessways.
Single choice	I support the DCC considering alternative signage and wayfinding to improve the natural movement of people on George Street and improve the on-street experience.
Single choice	I support the DCC ensuring the street level is a place of recreation and comfort in all weather conditions by providing amenities like covered seating, Parklets, and wind covers.
Single choice	I support the DCC turning George St into a shared space and deprioritizing car movement by reducing the speed limit to and introducing a flat street level by removing the road to footpath curb.
Create a Sense of Place	
Single choice	I support the DCC collaborating with local iwi to incorporate Maori design principles in order to embed the identity of tangata whenua in community spaces
Single choice	To elevate Dunedin's status as an international UNESCO City of Literature, I support the inclusion of signs and physical landmarks that celebrate our unique literary history.
Single choice	I support the inclusion of design features that embed the communities of former refugees in our public spaces, reflecting the increasing diversity of Dunedin's cultural experiences and understanding.
Streets as Places	
Single choice	I support the DCC including water fountains in the George St. redesign in order to ensure Dunedin's streets are inviting and attractive spaces to visit.
Single choice	I support the DCC creating spaces specifically designed to be inviting and appropriate for street art and performers to

	use, giving vibrancy and energy to the George St. area.
Single choice	To add to the vibrancy of Dunedin's streets, I support the DCC creating further innovative outdoor activities and games, such as giant chess or interactive activities.
Single choice	I support the DCC using planter boxes to pedestrianise George Street and make it an adaptable area. These boxes should contain either species endemic to Aotearoa, or edible fruit or vegetables that the community can take and look after.
Greening the Streets	
Single choice	I support the DCC taking the provision of sunlight and shade into consideration when planting trees on George St.
Single choice	I support the DCC selecting vegetation that optimizes water flow in order to mitigate the effects of flooding.
Single choice	I support the DCC emphasising endemic and productive species in the George St. renewal (i.e. planting native plants preferred by endemic species such as Tui and Bellbirds, and trees that can provide fruit for the community).
Considering the Future	
Single choice	I support the DCC using environmentally friendly materials and techniques in order to reduce the impact and emissions resulting from the construction of the George St. renewal.
Single choice	I support the DCC considering emission reductions as part of their design, for example, prioritising low-emissions transport modes and installing solar panels on street covers.
Copy of Single choice	I support the DCC proactively adapting to our changing environment and taking steps to reduce flooding risk and problems arising from heatwaves.
Copy of Copy of Single choice	I support the DCC considering future works to the transport network (e.g. other central city plan projects and the changes resulting from the hospital project) and incorporating this into the proposed design.
Any further comments	
Email	jeffersondew@gmail.com

The message has been sent from 139.80.29.60 (New Zealand) at 2019-03-23 11:59:48 on Chrome 73.0.3683.86
Entry ID: 16

From: [Jenny Coatham](#)
To: [Kathryn Ward](#)
Subject: Fwd: [My Form (5)]
Date: Wednesday, 10 April 2019 11:49:56 a.m.

----- Forwarded message -----

From: **123FormBuilder** <noreply@123formbuilder.io>
Date: Thu, 21 Mar 2019 at 9:06 AM
Subject: [My Form (5)]
To: dunedin@generationzero.org.nz <dunedin@generationzero.org.nz>

Mode of Transport	
Which modes of transport do you frequently take to the no George St. area?-Bus	
Which modes of transport do you frequently take to the no George St. area?-Walk	
Which modes of transport do you frequently take to the yes George St. area?-Cycle	
Which modes of transport do you frequently take to the yes George St. area?-Car	
Which modes of transport do you frequently take to the no George St. area?-e-scooter	
Which modes of transport do you frequently take to the no George St. area?-Other:	
What modes of transport do you think should be prioritised in the new design?-Pedestrians	yes
What modes of transport do you think should be prioritised in the new design?-Cycling	yes
What modes of transport do you think should be prioritised in the new design?-Bus	no
What modes of transport do you think should be prioritised in the new	no

design?-Other:	
Why do you visit George St? -Shopping	yes
Why do you visit George St? -Business	no
Why do you visit George St? -Work	no
Why do you visit George St? -Other:	no
How often do you visit George St?	Weekly
Putting People First	
Single choice	I support the DCC ensuring the upgrade to George St is accessible by incorporating relevant design features e.g. tactile pavers and wheelchair accessways.
Single choice	I support the DCC considering alternative signage and wayfinding to improve the natural movement of people on George Street and improve the on-street experience.
Single choice	I support the DCC ensuring the street level is a place of recreation and comfort in all weather conditions by providing amenities like covered seating, Parklets, and wind covers.
Single choice	I support the DCC turning George St into a shared space and deprioritizing car movement by reducing the speed limit to and introducing a flat street level by removing the road to footpath curb.
Create a Sense of Place	
Single choice	I support the DCC collaborating with local iwi to incorporate Maori design principles in order to embed the identity of tangata whenua in community spaces
Single choice	To elevate Dunedin's status as an international UNESCO City of Literature, I support the inclusion of signs and physical landmarks that celebrate our unique literary history.
Single choice	I support the inclusion of design features that embed the communities of former refugees in our public spaces, reflecting the increasing diversity of Dunedin's cultural experiences and understanding.
Streets as Places	
Single choice	
Single choice	I support the DCC creating spaces specifically designed to be inviting and appropriate for street art and performers to use, giving vibrancy and energy to the George St. area.
Single choice	

Single choice	I support the DCC using planter boxes to pedestrianise George Street and make it an adaptable area. These boxes should contain either species endemic to Aotearoa, or edible fruit or vegetables that the community can take and look after.
Greening the Streets	
Single choice	I support the DCC taking the provision of sunlight and shade into consideration when planting trees on George St.
Single choice	I support the DCC selecting vegetation that optimizes water flow in order to mitigate the effects of flooding.
Single choice	I support the DCC emphasising endemic and productive species in the George St. renewal (i.e. planting native plants preferred by endemic species such as Tui and Bellbirds, and trees that can provide fruit for the community).
Considering the Future	
Single choice	I support the DCC using environmentally friendly materials and techniques in order to reduce the impact and emissions resulting from the construction of the George St. renewal.
Single choice	I support the DCC considering emission reductions as part of their design, for example, prioritising low-emissions transport modes and installing solar panels on street covers.
Copy of Single choice	I support the DCC proactively adapting to our changing environment and taking steps to reduce flooding risk and problems arising from heatwaves.
Copy of Copy of Single choice	I support the DCC considering future works to the transport network (e.g. other central city plan projects and the changes resulting from the hospital project) and incorporating this into the proposed design.
Any further comments	We have a big opportunity here to lower our carbon footprint.
Email	kathrynnevell001@gmail.com

The message has been sent from 118.92.76.243 (New Zealand) at 2019-03-21 08:06:45 on Chrome 72.0.3626.121
Entry ID: 15

From: [Jenny Coatham](#)
To: [Kathryn Ward](#)
Subject: Fwd: [My Form (5)]
Date: Wednesday, 10 April 2019 11:50:27 a.m.

----- Forwarded message -----

From: **123FormBuilder** <noreply@123formbuilder.io>
Date: Tue, 19 Mar 2019 at 9:41 PM
Subject: [My Form (5)]
To: dunedin@generationzero.org.nz <dunedin@generationzero.org.nz>

Mode of Transport

Which modes of transport
do you frequently take to the yes
George St. area?-Bus

Which modes of transport
do you frequently take to the no
George St. area?-Walk

Which modes of transport
do you frequently take to the no
George St. area?-Cycle

Which modes of transport
do you frequently take to the no
George St. area?-Car

Which modes of transport
do you frequently take to the no
George St. area?-e-scooter

Which modes of transport
do you frequently take to the no
George St. area?-Other:

What modes of transport do
you think should be prioritised in the new yes
design?-Pedestrians

What modes of transport do
you think should be prioritised in the new no
design?-Cycling

What modes of transport do
you think should be prioritised in the new yes
design?-Bus

What modes of transport do
you think should be prioritised in the new no
design?

design?-Other:	
Why do you visit George St?	yes
-Shopping	
Why do you visit George St?	no
-Business	
Why do you visit George St?	no
-Work	
Why do you visit George St?	
-Other: Voluntary work - meetings	yes, Voluntary work - meetings
How often do you visit George St?	Weekly
Putting People First	
Single choice	I support the DCC ensuring the upgrade to George St is accessible by incorporating relevant design features e.g. tactile pavers and wheelchair accessways.
Single choice	I support the DCC considering alternative signage and wayfinding to improve the natural movement of people on George Street and improve the on-street experience.
Single choice	I support the DCC ensuring the street level is a place of recreation and comfort in all weather conditions by providing amenities like covered seating, Parklets, and wind covers.
Single choice	I support the DCC turning George St into a shared space and deprioritizing car movement by reducing the speed limit to and introducing a flat street level by removing the road to footpath curb.
Create a Sense of Place	
Single choice	I support the DCC collaborating with local iwi to incorporate Maori design principles in order to embed the identity of tangata whenua in community spaces
Single choice	To elevate Dunedin's status as an international UNESCO City of Literature, I support the inclusion of signs and physical landmarks that celebrate our unique literary history.
Single choice	I support the inclusion of design features that embed the communities of former refugees in our public spaces, reflecting the increasing diversity of Dunedin's cultural experiences and understanding.
Streets as Places	
Single choice	I support the DCC including water fountains in the George St. redesign in order to ensure Dunedin's streets are inviting and attractive spaces to visit.
Single choice	I support the DCC creating spaces specifically designed to

	be inviting and appropriate for street art and performers to use, giving vibrancy and energy to the George St. area.
Single choice	To add to the vibrancy of Dunedin's streets, I support the DCC creating further innovative outdoor activities and games, such as giant chess or interactive activities.
Single choice	I support the DCC using planter boxes to pedestrianise George Street and make it an adaptable area. These boxes should contain either species endemic to Aotearoa, or edible fruit or vegetables that the community can take and look after.
Greening the Streets	
Single choice	I support the DCC taking the provision of sunlight and shade into consideration when planting trees on George St.
Single choice	I support the DCC selecting vegetation that optimizes water flow in order to mitigate the effects of flooding.
Single choice	I support the DCC emphasising endemic and productive species in the George St. renewal (i.e. planting native plants preferred by endemic species such as Tui and Bellbirds, and trees that can provide fruit for the community).
Considering the Future	
Single choice	I support the DCC using environmentally friendly materials and techniques in order to reduce the impact and emissions resulting from the construction of the George St. renewal.
Single choice	I support the DCC considering emission reductions as part of their design, for example, prioritising low-emissions transport modes and installing solar panels on street covers.
Copy of Single choice	I support the DCC proactively adapting to our changing environment and taking steps to reduce flooding risk and problems arising from heatwaves.
Copy of Copy of Single choice	I support the DCC considering future works to the transport network (e.g. other central city plan projects and the changes resulting from the hospital project) and incorporating this into the proposed design.
Any further comments	I would prefer that cars were reduced to a minimum or better, excluded from George St. Only service vehicles, mobility parks/drop off areas, and perhaps small electric 'loop' buses to connect with suburban, to have access. Bollards to be used to facilitate this. People spaces and room for scooters and cycles with speed limits could perhaps be facilitated with the extra space gained from no car parking and no through traffic.
Email	grapea42@gmail.com

The message has been sent from [118.149.89.247](#) (New Zealand) at 2019-03-19 20:41:49
on Chrome 72.0.3626.121
Entry ID: 10

From: [Jenny Coatham](#)
To: [Kathryn Ward](#)
Subject: Fwd: [My Form (5)]
Date: Wednesday, 10 April 2019 11:50:35 a.m.

----- Forwarded message -----

From: **123FormBuilder** <noreply@123formbuilder.io>
Date: Thu, 14 Mar 2019 at 4:24 PM
Subject: [My Form (5)]
To: dunedin@generationzero.org.nz <dunedin@generationzero.org.nz>

Mode of Transport

Which modes of transport
do you frequently take to the yes
George St. area?-Bus

Which modes of transport
do you frequently take to the no
George St. area?-Walk

Which modes of transport
do you frequently take to the no
George St. area?-Cycle

Which modes of transport
do you frequently take to the no
George St. area?-Car

Which modes of transport
do you frequently take to the no
George St. area?-e-scooter

Which modes of transport
do you frequently take to the no
George St. area?-Other:

What modes of transport do
you think should be prioritised in the new yes
design?-Pedestrians

What modes of transport do
you think should be prioritised in the new no
design?-Cycling

What modes of transport do
you think should be prioritised in the new no
design?-Bus

What modes of transport do
you think should be prioritised in the new no
design?

design?-Other:	
Why do you visit George St?	yes
-Shopping	
Why do you visit George St?	no
-Business	
Why do you visit George St?	no
-Work	
Why do you visit George St?	no
-Other:	
How often do you visit George St?	Daily
Putting People First	
Single choice	I support the DCC ensuring the upgrade to George St is accessible by incorporating relevant design features e.g. tactile pavers and wheelchair accessways.
Single choice	I support the DCC considering alternative signage and wayfinding to improve the natural movement of people on George Street and improve the on-street experience.
Single choice	I support the DCC ensuring the street level is a place of recreation and comfort in all weather conditions by providing amenities like covered seating, Parklets, and wind covers.
Single choice	I support the DCC turning George St into a shared space and deprioritizing car movement by reducing the speed limit to and introducing a flat street level by removing the road to footpath curb.
Create a Sense of Place	
Single choice	I support the DCC collaborating with local iwi to incorporate Maori design principles in order to embed the identity of tangata whenua in community spaces
Single choice	To elevate Dunedin's status as an international UNESCO City of Literature, I support the inclusion of signs and physical landmarks that celebrate our unique literary history.
Single choice	I support the inclusion of design features that embed the communities of former refugees in our public spaces, reflecting the increasing diversity of Dunedin's cultural experiences and understanding.
Streets as Places	
Single choice	I support the DCC including water fountains in the George St. redesign in order to ensure Dunedin's streets are inviting and attractive spaces to visit.
Single choice	I support the DCC creating spaces specifically designed to be inviting and appropriate for street art and performers to

	use, giving vibrancy and energy to the George St. area.
Single choice	To add to the vibrancy of Dunedin's streets, I support the DCC creating further innovative outdoor activities and games, such as giant chess or interactive activities.
Single choice	I support the DCC using planter boxes to pedestrianise George Street and make it an adaptable area. These boxes should contain either species endemic to Aotearoa, or edible fruit or vegetables that the community can take and look after.
Greening the Streets	
Single choice	I support the DCC taking the provision of sunlight and shade into consideration when planting trees on George St.
Single choice	I support the DCC selecting vegetation that optimizes water flow in order to mitigate the effects of flooding.
Single choice	I support the DCC emphasising endemic and productive species in the George St. renewal (i.e. planting native plants preferred by endemic species such as Tui and Bellbirds, and trees that can provide fruit for the community).
Considering the Future	
Single choice	I support the DCC using environmentally friendly materials and techniques in order to reduce the impact and emissions resulting from the construction of the George St. renewal.
Single choice	I support the DCC considering emission reductions as part of their design, for example, prioritising low-emissions transport modes and installing solar panels on street covers.
Copy of Single choice	I support the DCC proactively adapting to our changing environment and taking steps to reduce flooding risk and problems arising from heatwaves.
Copy of Copy of Single choice	I support the DCC considering future works to the transport network (e.g. other central city plan projects and the changes resulting from the hospital project) and incorporating this into the proposed design.
Any further comments	
Email	luluskadoo@gmail.com

The message has been sent from [202.49.116.201](mailto:luluskadoo@gmail.com) (New Zealand) at 2019-03-14 15:24:16 on Chrome 72.0.3626.121
Entry ID: 4

From: [Jenny Coatham](#)
To: [Kathryn Ward](#)
Subject: Fwd: [My Form (5)]
Date: Wednesday, 10 April 2019 11:51:15 a.m.

----- Forwarded message -----

From: **123FormBuilder** <noreply@123formbuilder.io>
Date: Wed, 13 Mar 2019 at 11:32 PM
Subject: [My Form (5)]
To: dunedin@generationzero.org.nz <dunedin@generationzero.org.nz>

Mode of Transport

Which modes of transport
do you frequently take to the no
George St. area?-Bus

Which modes of transport
do you frequently take to the no
George St. area?-Walk

Which modes of transport
do you frequently take to the no
George St. area?-Cycle

Which modes of transport
do you frequently take to the yes
George St. area?-Car

Which modes of transport
do you frequently take to the no
George St. area?-e-scooter

Which modes of transport
do you frequently take to the no
George St. area?-Other:

What modes of transport do
you think should be no
prioritised in the new
design?-Pedestrians

What modes of transport do
you think should be no
prioritised in the new
design?-Cycling

What modes of transport do
you think should be no
prioritised in the new
design?-Bus

What modes of transport do
you think should be
prioritised in the new yes, Car you fuckers

design?-Other:Car you fuckers	
Why do you visit George St?	yes
-Shopping	
Why do you visit George St?	yes
-Business	
Why do you visit George St?	yes
-Work	
Why do you visit George St?	no
-Other: Car you fuckers	
How often do you visit George St?	Daily
Putting People First	
Single choice	
Single choice	
Single choice	
Single choice	
Create a Sense of Place	
Single choice	
Single choice	To elevate Dunedin's status as an international UNESCO City of Literature, I support the inclusion of signs and physical landmarks that celebrate our unique literary history.
Single choice	
Streets as Places	
Single choice	
Single choice	
Single choice	
Single choice	
Greening the Streets	
Single choice	I support the DCC taking the provision of sunlight and shade into consideration when planting trees on George St.
Single choice	
Single choice	
Considering the Future	
Single choice	I support the DCC using environmentally friendly materials and techniques in order to reduce the impact and emissions resulting from the construction of the George St. renewal.

Single choice	
Copy of Single choice	
Copy of Copy of Single choice	
Any further comments	Heatwave, in Dunedin? Are you a bit special?
Email	mattcleworth@hotmail.com

The message has been sent from [118.149.131.239](#) (New Zealand) at 2019-03-13 22:32:38
on Chrome 72.0.3626.121
Entry ID: 3

From: [Jenny Coatham](#)
To: [Kathryn Ward](#)
Subject: Fwd: [My Form (5)]
Date: Wednesday, 10 April 2019 11:48:37 a.m.

----- Forwarded message -----

From: **123FormBuilder** <noreply@123formbuilder.io>
Date: Wed, 27 Mar 2019 at 7:54 PM
Subject: [My Form (5)]
To: dunedin@generationzero.org.nz <dunedin@generationzero.org.nz>

Mode of Transport	
Which modes of transport do you frequently take to the George St. area?-Bus	no
Which modes of transport do you frequently take to the George St. area?-Walk	yes
Which modes of transport do you frequently take to the George St. area?-Cycle	no
Which modes of transport do you frequently take to the George St. area?-Car	no
Which modes of transport do you frequently take to the George St. area?-e-scooter	no
Which modes of transport do you frequently take to the George St. area?- Other:motorcycle	yes, motorcycle
What modes of transport do you think should be prioritised in the new design?-Pedestrians	yes
What modes of transport do you think should be prioritised in the new design?-Cycling	yes
What modes of transport do you think should be prioritised in the new design?-Bus	no
What modes of transport do you think should be	no

prioritised in the new design? - Other: motorcycle	
Why do you visit George St?	yes
- Shopping	
Why do you visit George St?	no
- Business	
Why do you visit George St?	yes
- Work	
Why do you visit George St?	no
- Other: motorcycle	
How often do you visit George St?	Daily
Putting People First	
Single choice	I support the DCC ensuring the upgrade to George St is accessible by incorporating relevant design features e.g. tactile pavers and wheelchair accessways.
Single choice	I support the DCC considering alternative signage and wayfinding to improve the natural movement of people on George Street and improve the on-street experience.
Single choice	I support the DCC ensuring the street level is a place of recreation and comfort in all weather conditions by providing amenities like covered seating, Parklets, and wind covers.
Single choice	I support the DCC turning George St into a shared space and deprioritizing car movement by reducing the speed limit to and introducing a flat street level by removing the road to footpath curb.
Create a Sense of Place	
Single choice	I support the DCC collaborating with local iwi to incorporate Maori design principles in order to embed the identity of tangata whenua in community spaces
Single choice	To elevate Dunedin's status as an international UNESCO City of Literature, I support the inclusion of signs and physical landmarks that celebrate our unique literary history.
Single choice	I support the inclusion of design features that embed the communities of former refugees in our public spaces, reflecting the increasing diversity of Dunedin's cultural experiences and understanding.
Streets as Places	
Single choice	I support the DCC including water fountains in the George St. redesign in order to ensure Dunedin's streets are inviting and attractive spaces to visit.
Single choice	I support the DCC creating spaces specifically designed to

	be inviting and appropriate for street art and performers to use, giving vibrancy and energy to the George St. area.
Single choice	To add to the vibrancy of Dunedin's streets, I support the DCC creating further innovative outdoor activities and games, such as giant chess or interactive activities.
Single choice	I support the DCC using planter boxes to pedestrianise George Street and make it an adaptable area. These boxes should contain either species endemic to Aotearoa, or edible fruit or vegetables that the community can take and look after.
Greening the Streets	
Single choice	I support the DCC taking the provision of sunlight and shade into consideration when planting trees on George St.
Single choice	I support the DCC selecting vegetation that optimizes water flow in order to mitigate the effects of flooding.
Single choice	I support the DCC emphasising endemic and productive species in the George St. renewal (i.e. planting native plants preferred by endemic species such as Tui and Bellbirds, and trees that can provide fruit for the community).
Considering the Future	
Single choice	I support the DCC using environmentally friendly materials and techniques in order to reduce the impact and emissions resulting from the construction of the George St. renewal.
Single choice	I support the DCC considering emission reductions as part of their design, for example, prioritising low-emissions transport modes and installing solar panels on street covers.
Copy of Single choice	I support the DCC proactively adapting to our changing environment and taking steps to reduce flooding risk and problems arising from heatwaves.
Copy of Copy of Single choice	I support the DCC considering future works to the transport network (e.g. other central city plan projects and the changes resulting from the hospital project) and incorporating this into the proposed design.
Any further comments	
Email	j.s.spruyt@gmail.com

The message has been sent from [139.80.239.129](mailto:j.s.spruyt@gmail.com) (New Zealand) at 2019-03-27 18:54:04 on Chrome 72.0.3626.122
Entry ID: 18



Public Health South

Dunedin: Private Bag 1921, Dunedin 9054
Ph: 03 476 9800 Fax: 03 476 9858

Invercargill: PO Box 1601, Invercargill 9840
Ph: 03 211 8500 Fax: 03 214 9070

Queenstown: PO Box 2180, Wakatipu, Queenstown 9349
Ph: 03 450 9156 Fax: 03 450 9169

INFORMAL FEEDBACK TO THE DUNEDIN CENTRAL CITY PLAN – RETAIL QUARTER

To: Dunedin City Council
PO Box 5045
Dunedin 9054

Address for Service: Public Health South
Southern District Health Board
Private Bag 1921
DUNEDIN 9054

Contact Persons: Annelies Inghelbrecht and Christine Quested

Our Reference: 19Feb09

Date: 5 April 2019

Public Health South (PHS) welcomes the opportunity to provide feedback to the Dunedin City Council (DCC) on the George Street Retail Quarter Redevelopment and offers the following suggestions to the DCC:

- Sections along George Street:
 - Albany Street to Frederick Street: use slow street design principles in this block to slow traffic right down towards the complicated intersection with Pitt Street, London Street and Frederick Street. Ensure road design prioritises bike and scooter users, providing safe options to negotiate the intersection and continue into the relevant streets. Ensure the footpath is wide and accessible, especially on the eastern side of the street. Cars and other motorised traffic, while allowed to use the street, should be deprioritised.
 - Frederick Street to Hanover Street: use shared street design principles. Pedestrians, including wheelchair users and young children on small wheels, should have full priority on the street with the areas close to the shop fronts reserved for pedestrians only. The street should be accessible to bikes, scooters, skateboards, and fast paced mobility scooters, however, they should give way to slower and more vulnerable road users. Vehicles should be discouraged, although, the street should be accessible for authorised and emergency vehicles as well as vehicle users with a medical condition or disability. Motorised vehicles should give full priority to all other road users.
 - Hanover Street to St Andrew Street: use shared street design principles with a long term view of making this section fully pedestrianised. This is the block with the main Malls and highest concentration of retailers on both sides of George Street. It would be great to see this block free of motorised traffic in the long

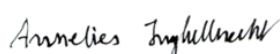
- term, with only access for authorised vehicles during off peak times and emergency vehicles.
- St Andrew Street to Moray Place: use shared street design principles as mentioned above.
 - Coordination of appropriate road infrastructure upgrades is necessary to ensure alternative routes are available for through traffic and commuters. It is important the George Street Retail Quarter becomes a destination area. Motorised and non-motorised traffic users should be offered decent alternatives to get to their destination as efficiently as possible, avoiding the George Street area. George Street should not become the new designated travel route for commuting cyclists and scooter users.
 - Car, bike and scooter parking areas
 - Provide designated bike parking areas. Ensure there are sufficient and safe bike racks available, which are suitable for a wide range of bike types. We recommend that the racks be placed away from curbs and/or traffic lights. (Some of the new bike racks in the bus hub area are nicely designed but not very practical as only a limited number of bikes can use the racks and they are too close to the curb and/or traffic lights.)
 - Provide designated parking areas for all scooter users. Create no parking zones for shared scooters with providers if necessary.
 - Remove car parks along George Street, provide clear drop off areas and short term mobility parks. Provide an appropriate number of mobility parks on side streets.
 - Install clean, inviting, accessible, clearly signposted toilets and an associated baby change area – these are particularly important for equity. They support the elderly, people with disabilities and families with young children in particular. Without these amenities these groups find it difficult to participate in community life.
 - George St is already included in the Central City Liquor Ban. This is an opportunity to increase the signage and make it more prominent. Make sure recycling bins are available near liquor ban signage so the public can dispose of cans and bottles responsibly.
 - The upgrade of the George Street Retail Quarter is a great opportunity to increase the number of smokefree areas in Dunedin. Smokefree public places de-normalise smoking and reduce the exposure of second-hand smoke. Smokefree spaces also play a huge part in the beautification of a city as there is less litter. It also gives everyone the opportunity to enjoy the fresh air. Enforcing smokefree areas along George Street would involve:
 - Displaying smokefree signage, which includes the international no smoking symbol. The placement of these signs is very important, to ensure that they are visible.
 - Encouraging smokefree outdoor dining for eateries on George Street. This gives everyone the opportunity sit outside and dine in the fresh air and reduces exposure to second-hand smoke for customers and hospitality staff.
 - Incorporate green spaces into the Retail Quarter. These will not only entice wildlife into the area but also bring people closer to nature, which promotes both physical and mental wellbeing.
 - The redevelopment of the George Street Retail Quarter is an excellent opportunity for the DCC to support The Good Food Dunedin Charter, which the DCC has endorsed.¹

¹ Morris C. Council Endorses City Food Charter. Otago Daily Times, 15 March 2018.
<https://www.odt.co.nz/news/dunedin/dcc/council-endorses-city-food-charter>

The Charter calls for finding ways "... to support positive health and social outcomes by advocating all residents have easy access to nutritious food." PHS suggests the following ideas for the DCC to consider to give effect to the Charter:

- Incorporate fruit and nut trees and bushes into green spaces and vegetables into gardens and planter boxes in the Retail Quarter.
- Provide accessible drink bottle re-fill stations / drinking fountains and ensure they are sign posted, visible and well promoted. This will help reduce the number of single-use plastic bottles and potentially other drink containers going to landfill and also support the wellbeing of Dunedin residents and visitors by making clean drinking water more accessible.
- Usually café tables are associated with the cafes that place them on the street, thus people are not free to use these tables to eat their own home prepared or privately purchased food. PHS encourages the DCC to include accessible picnic tables and seating in the upgraded Retail Quarter as these will enable people to eat their own home prepared food.
- Use contracts between the DCC and on-street food vendors e.g. Food trucks, to make the vendors aware of The Good Food Dunedin Charter and require them to incorporate some local, nutritious food into their menus.
- Retain rubbish and recycling bins in the area.
- Create a family friendly "town square" atmosphere for all ages – a space for people to meet each other or to sit and watch the world go by and for children to play. The following could be included:
 - Seats for people to sit, rest and socialise – especially the elderly, people with disabilities and parents with young children.
 - A private, clean and signposted area for mothers to breastfeed should they choose to do so. This is especially important for mothers who feel shy and do not feel comfortable feeding in public.
 - Play equipment / life size games for children and adults e.g. chess or interactive games.
 - Designated areas for market stalls.
- Shade should be provided for people sitting outside by using shade cloth or trees where needed.
- Use art & culture to create a welcoming atmosphere and reflect Dunedin's history and cultural diversity.
 - Designated areas for buskers.
 - Murals / sculptures / a water feature.
- Ensure people with disabilities are catered for by using universal design principles – flat, smooth surfaces, non-slippery road markings and surfaces, curb cut outs, easy transition from foot path to road, and crossings with enough time for even the slowest pedestrian to cross.

Yours sincerely,



Annelies Inghelbrecht
Health Promotion Advisor



Christine Quested
Health Promotion Advisor



5 April 2019

Dunedin City Council

By email: centralcityplan@dcc.govt.nz

Dunedin City Council Central City Plan

1. RECOMMENDATIONS

- 1.1 Thank you for the opportunity to submit on your Central City Plan.
- 1.2 Property Council New Zealand (Property Council) recognises the challenges posed in your Central City Plan. We support:
 - a. The aspirational goals for the central city; and
 - b. Being included on the 'retailers' interest group' as we are a key stakeholder.
- 1.3 However, we are concerned regarding the proposed targeted rate for the central city plan's works and wish, as key stakeholders affected and likely to pay any rate, to be included in these ongoing discussions before formal proposals are put forward. Those who will be paying any targeted rate should have the greatest voice over the decision-making associated with this rate raised and what it is spent on.
- 1.4 Reducing carparks is also concerning, particularly from any potential financial burden that retailers are likely to endure from any disruptions caused from construction works in the roads. These issues were highlighted when Lower Great King Street was undergoing construction works.

2. INTRODUCTION - OTAGO PROPERTY INDUSTRY

- 2.1 The Property industry contributes over \$3.1 billion in 2016 to the Otago economy, with a direct impact of \$1.4 billion (14 per cent of the GDP) and indirect flow-on effects of \$1.7 billion. It employs 8,150 people directly which equates to 8 per cent of the total employment in Otago. For every \$1.00 spent by the Property Industry it has a flow-on effect of \$1.27 to the Otago region.
- 2.2 The Otago region's building stock is worth \$43.5 billion. Commercial property makes up \$7.5 billion or 17 per cent of the building stock, which includes offices, retail, hotels and industrial buildings, and residential property makes up \$36.0 billion or 83 per cent. In 2016, within the Otago region there is 5.4 million m² of commercial building floorspace (6 per cent of the national floorspace).

OTAGO CHAPTER

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McCONNELL PROPERTY

Corporate Sponsors



3. INTRODUCTION – PROPERTY COUNCIL

- 3.1 Property Council is a member-led, not-for-profit organisation that represents the country's commercial, industrial and retail property owners, managers, investors, and advisors. Our primary goal is the creation and retention of well designed, functional and sustainably built urban environments that contribute to New Zealand's overall prosperity.
- 3.2 Our members drive economic and social growth; they are the infrastructure that houses the business, residential and commercial property sectors. In Otago, Property Council has 65 members from across the commercial property sector.
- 3.3 Over the years, Property Council has built and maintained a good rapport with central and local government agencies and is often relied upon for advice, comments and feedback on matters of local, regional and national importance. Property Council supports statutory and regulatory frameworks that enhance economic growth and development.
- 3.4 Property Council has reviewed Dunedin City Council's (Council) Central City Plan.

4. CENTRAL CITY PLAN

- 4.1 Property Council supports the aspirational goals that the Council is considering for improving the central city. We commend the integrated approaches proposed for infrastructure, particularly related to the 3-Waters.
- 4.2 We note various proposals that would have significant implications for our members. However, as this is a first steps aspirational strategy rather than a comprehensive plan, we note the lack of detail associated with how Council intends to implement this.
- 4.3 A significant number of your proposed initiatives would be of interest to our members and we would like to be involved in any next step discussions. In particular, the initiatives related to:
 - Encouraging the freeholding of leasehold land;
 - Investigating the desired and most effective model for a central city retail management body to represent retailers' interests and improve communication between the DCC and retailers;
 - Supporting and promoting the DCC's "red carpet" approach to large/strategic projects in the central city;
 - Working with Enterprise Dunedin to develop a central city prospectus to attract and expand businesses in the area;
 - Encouraging upgrading to increase the availability of "A grade" office space throughout the central city;
 - Encouraging earthquake strengthening of buildings throughout the central city;
 - Supporting and facilitating the re-use of heritage and character contributing buildings throughout the central city;
 - Promoting high quality architecture throughout the central city and the redevelopment of vacant sites;
 - Facilitating the re-use of vacant office and other commercial space for residential developments to increase the number of permanent residents in the central city; and

- Encouraging ground floor tenancies to have “active” frontages to improve the experience for pedestrians on the street.

- 4.4 Some of these initiatives are beyond the full control of Council and could be very expensive for building owners. As a key stakeholder we wish to participate on the proposed ‘retailers’ interest group’ and be party to the discussions on these initiatives.
- 4.5 The name ‘retailers’ interest group’ may be a misnomer. The proposed changes and work areas are going to affect more than just retailers. It is important that any group formed to discuss the proposal is representative of those affected (especially those who might be paying any targeted rate if one is approved).. As you will appreciate our members are those that own and manage many of the central city buildings that contain Dunedin’s workers and retailers. Our membership are those that are the most affected by central city policy and suggest we have some expertise that can assist Council in implementing this plan both directly and as part of the interest group.

5. CARPARKS

- 5.1 Property Council would like to be involved in any discussions regarding the loss of carparks. A multi-storied carparking building is being considered and again would like to be involved in these discussions. The financial burden and risk of parking buildings should not be falling to ratepayers, and that the private sector has the expertise to deliver these buildings. We do not want the central city to be adversely affected by the loss of carparks in the CBD.
- 5.2 Previously, when the changes were made to Lower Great King Street there was significant disruption for the retailers along the route. We would like to ensure that a comprehensive plan is developed to ensure further disruptions to the central city are maintained at a minimum. Again, our members are happy to assist Council.

6. TARGETED RATE

- 6.1 We understand that Council will be considering a central city targeted rate to pay for much of the work to be undertaken. Very little detail associated with this is on your website and we are concerned about this lack of detail.
- 6.2 The budget of the proposed works needs to be set before Council can consider a targeted rate. We also note that a targeted rate needs to be ring-fenced for specifically the works to be undertaken.
- 6.3 Our members are happy to pay their fair share. Similarly, commensurate with how much the business community is going to be asked to pay should be how important their say is in how the money should be spent. A targeted rate means that the decision-making associated with these works must be decided by those most affected. The stakeholders who will be paying any targeted rate should have the greatest voice over the decision-making associated with this rate raised and what it is spent on as well as any changes that might be proposed in the future. This could be the role of any ‘representative interest group’ if one is formed.
- 6.4 However, we also suggest improvements to the central city benefit everyone. We would not like to see central city businesses used to pay more than their fair share when some of the benefit can be attributed to the wider community.



7. CONCLUSION

- 7.1 Property Council wishes to be heard in support of our submission.
- 7.2 Should you require any further information do not hesitate to contact Jane Budge, Senior Advocacy Advisor, Property Council New Zealand – jane@propertynz.co.nz.

Yours faithfully

A handwritten signature in black ink that reads "Geoff Thomas". The signature is written in a cursive, flowing style.

Geoff Thomas
Otago Chapter Chair
Property Council New Zealand

Stakeholder Feedback

Verbatim Comments	Summary					
Generation Zero	Category	Count				
Rain gardens	Movement		Layout		Placemaking	
Water for dogs	Emergency Vehicles	1	Status Quo	1	Accessibility	16
Make sure this is still a street for ambulances	Improve Safety	8	Part Pedestrianisation (some blocks)	1	Bike Stands	2
Look at the shared space in uni put more money into things like this.	Separate Lanes	2	Full Pedestrianise (some blocks)	1	Greenery	28
Different pavers for movement corridors and other spaces to improve accessibility. Needs to be tactile, high contrast colour, and no patterns.	Electric Shuttle	2	Full Pedestrianisation (all blocks)	3	Improve Footpath	5
Safety for visually imparied and dogs.	Less Cars (positive)	4	Part Pedestrianisation (all blocks)	6	Youth Spaces	22
Movement corridor needs to separate active transport, cycling, and limes.	Pedestrian Priority	4			More Seating	17
Need an enclave for respite from the hustle and bustle for those who can't move around scooters and cyclists in one quarter.	Trams	3			More Eateries	7
Redesign the 5 way intersection by Pitt Street - it is a hazard.	Connectivity	2			Laneways	6
The intersection of Hanover Street and Great King Street is a hot spot for projects such as George street, Bus Hub, and uni rebuild. Please ensure integrated optionisation.	Improve Public Transport	9			Street Art	22
More bicycle stands with diverse ways to lock bikes, e.g. e.bikes lock differently to normal ones.	Electric Bollards	1			Improve Signage	3
Native plant species vs introduced.	Operational Hours	3			Technology	8
No cobbles on sidewalk - less jiggling on limes	Separate Lanes	2			Events	27
Movable gardens/planter box e.g. Wellington	Pedestrian Priority	4			Inner City Res	2
Public games! E.g. chess. Specifically designed spaces for buskers/street performers.	Congestion	5			Improve Retail	3
Benches for bus stops	Deliveries	1			Arcade Canopy	1
For disabilities feel safer - lower sound melody for pedestrian signal, word (map?) block on roads.	Separate Lanes (bike)	1			Improve Decorations	1
Free vehicle rotating retail quarter including disability access	Barnes Dances (positive)	1			Recycling	6
Out door café by Farmers or through Alley Catina.					Water Feature	5
Playground by the Good Oil Café.	Parking (more)	3			Improve Lighting	6
Not convinced on shared spaces, e.g. slow streets or pedestraian - only areas. They seem to try to please everyone and pleasing no one. Pull down dis-used buildings; creat pedestrian spaces in their place.	Parking (park and ride)	1			Reduce Noise Level	2
More play areas! Skate area, stuff for kids and adults to climb, lawns for people to picnic.	Parking (mobility)	1			Green Spaces	17
More public art! Sclupture, street art, light displays etc.	Off Topic	4			Culture	5
Yes more trees! With larger planting boxes.					Heritage Character	7
More consultation with aborists					Improve Vibrancy	4
More re tan					Improve Canopies	1
Obvious signage					No Dogs	1
Fewer concessions made to retail stakeholders. The future of retail is digital not on the high street!					Smokefree	1
Skatespots, places to sit, drink coffee, chat, less cars, easy to walk around.					Toilets	1
					Median	1
					Pipes	1
					Lighting (no LEDs)	1
					Blue/Green Infrastructure	2
					Drinking Fountain	5

Interactive chalkboard, 100 things to do before you die.	
Look to Melbourne for inspiration, trans etc.	
Connect to the waterfront.	
Wider footpaths for accessibility, wheelchair friendly.	
Big outdoor TV screen like New York.	
More cafes, night spots, things to do.	
More apartments.	
More interactive features.	
Underground trains.	
Platform for flying cars in 10 years.	
Bigger retail space.	
End the wind tunnel/keep the wind tunnel for wind power.	
Cover for all the seasons.	
Retractable bars to block regular car traffic which can retract for emergency services and residents.	
Lime lanes/scooter lanes/bike lanes for quicker but smaller vehicles (still no curbs - maybe just painted lanes).	
No hostile design! Park benches that don't have ridges/bars to stop skateboarders or the homeless.	
Decol street names.	
Remove all curbs	
Glass recycling bins near bars and clubs.	
Prioritisation of foot traffic importantly for our visually and inability imparied community.	
Get rid of curbs	
Water fountains	
More trees and general shrubbery	
Get the seagulls out	
Be pro-vape	
More recycling bins and introduction of composting bins with labels showing what can go in.	
Solar panels on every building.	
Free buses at either end.	
Put in trams trams only.	
More seating	
PEDESTRIANISATION!!! (do this to the Octagon).	
Get rid of the kerbs	
Ban cars	
Pedestrianise the whole Octagon.	
More bins - emphasis on more recycling bins.	
PAINT JOB!!! (too many muted colours).	
Integrate climate action and adaptation!!!	
Takes so long to cross the 5 way intersection by Pitt Street	
Using the area behind the Reef Seafood Restaurant and Bar to make it into a trendy courtyard with fairy lights and food carts. Terraced for topography.	

Slowing traffic - people don't walk to the intersection to cross, they just cross which can be dangerous at the moment.	
Slowing traffic leads to reducing traffic noise. Buses and cars make George Street less pedestrian friendly via street noise.	
Rain gardens/swales and other permeable surfaces in the street to minimise swale winds.	
Maybe footpaths need to be wider now we have to accommodate Limes as well as pedestrians.	
Plan in serviceability for waste from residents and businesses. Being able to make recycling and organic waste collection more accessible in the CBD would save a lot of green house gas emissions and make it more livable.	
Arts and Events Workshop	
Margaret Mahey Playground for people living in the city and families.	
Roof top development.	
Youth zone or centre.	
Community garden.	
Planting boxes.	
Wind tunnel near Octagon end. Can we improve planting?	
Rooftop bar.	
Like garden bar idea.	
Art work on the street.	
Using alleyway blocks between Handover and Fredrick as social spaces. Garden bars?	
Night time activities	
Shared space between Fredrick Street and Hanover Street.	
Family zone around the Knox Church garden area.	
Pedestrianise the car parking area by the RdC café by adding parklets and garden boxes. Make it a social area.	
Access to rooftops.	
Trees and blossoms	
Seating and plants.	
A family/youth zone where DCC can run interactive workshops. Free stuff, activities, and pedestrian area (St Andrews to Moray Place block).	
Winter carnival	
Temporary spaces	
Light box exhibits	
Designed for pop-up theatre and performances	
Skate park.	
Free wall (street art).	
Pop up shops and markets.	

Parades	
Mini theatre space with lighting	
Storytelling	
Small playground	
Use nooks	
Dunedin Dram Brokage - extend their activities to outdoor schedule too.	
Seats	
Youth space.	
Create enviroments for things to happen originally.	
Free rest points.	
Otago Polytechnic's living campus - permaculture design of planting and food.	
Kai Tahu sites and storytelling.	
More priority to disabled people and children and public transport, less focus on bike, limes, and cars.	
Literature and urban texts.	
Laneway art installations above head height.	
Augmented reality streetscapes - see Museum of London.	
Parade and festival schedule.	
Activate the block between Hanover Street and St Andrews Street	
Outdoor exhibition space.	
Walls and storytelling.	
Listening post.	
Chickens on George.	
Free wall for street art.	
Grass in to food.	
Using campus	
Tea gardens	
permaculture	
Free rhinos - young people in maccas, farmers and Octagon	
Enviromentally friendly	
Restpoints	
ACII - educating people to move together	
Socially enforced prose as	
Digital art facility.	
Health education facility	
Community Groups Workshop	
Should incorporate murals, space for pop up art, sculptures, exhibitions, markets, flowers, native trees, funky street furniture, heritage interpretation panels, signage (for viewpoints and Town belt), rubbish and recycling systems, water bottle and drinking water refill stations.	
Don't like lots of traffic (including buses), don't like no greenery, lack of safety at night.	

Street dining.	
Street market places.	
Green spaces and wildlife corridors.	
Digital cube on the street and have a photo competition	
Mental health quiet spot - not overwhelming	
Accessible drinking fountains for all. Dog bowl and fountains for all demographics.	
Improve student accomodation.	
Do not do a Ponsonby Road development like Auckland.	
Art	
I like shared spaces	
Consider closing street during operational hours.	
Across to tackle topography.	
Students have a lack of choice other than drinking in the Octagon.	
Cycling path.	
Bugs tried on LEDs - been changed.	
Starters bar	
student body telling	
Things for socio economic appraised.	
Seating and refreshments.	
Water fountains.	
Dog parks.	
Digital signage	
Ability to play music/amplify to attract people to the Octagon.	
Crown road at the middle (see Amsterdam). - Requires reform of building code.	
Jane Jacob sesque watching of people moving for sunlight and wind tunnels.	
Fruit trees instead of bollards.	
Need shelter and extending shelter options.	
Outdoor games.	
Outdoor elevator and escalator.	
Dog free.	
A quieter/safer spot for people who do not really want to be out e.g. people with mental health considerations or children with autism.	
Walking home safely at night.	
Don't want something like Ponsonby Road in Auckland.	
Smokefree, vapefree, clean.	
Access Forum - Health and Disabilities Workshop	
Like the idea of spaces for people to sit but not too many in each space - too intimidated.	
Quiet surfaces please. Not too many different surfaces.	
Restful spaces for babies and breast feeding,	
Item that can be explored and touched.	
Speakers outside retail areas set at levels.	
Wide and clear footpaths - great for groups of people. Walking together, signing with eachother (conversations).	
Breast feeding - pumping mothers require electricty points.	

Some seating could provide for people to gather in a circular arrangement. Deaf people need to see each other to use New Zealand sign language.	
Mobility car parking for accessibility to be prioritised.	
Mentioned other modes of transport such as electric and mobility scooters.	
Activity spaces and social spaces. Pop up forrest and water walls.	
Make use above ground spaces. A Dunedin icon like the Wellington water buckets feature.	
Noise generate from bricks is overwhelming. Walking through people talking is quite jarring. Too bright, noisy, and need soft services.	
Next to a toilet block are resting and seating areas for breastfeeding mothers.	
Variable height seating to accommodate people's needs. Different sizes of seating. Different sizes of tables.	
Support areas for mothers and breastfeeding. Cultural consideration of breastfeeding.	
Drinking fountains that are accessible.	
Peaks and wheelchairs with hazards.	
Dunedin Youth Council and High Schools Workshop	
Food stalls	
Water fountain wall	
Street food event	
Octagon activities	
Traffic free block from St Andrews Street to Frederick Street.	
More greenery	
The council has done very well with events based around the city in town such as Vogal Street and Party and Lantern festival. But its too wide age target and events aimed towards the younger age groups would be a smart idea.	
Technology events, fairs, fun, research.	
Water feature in the block between St Andrews Street and Frederic Street.	
Events to celebrate traditional churches.	
Womens suffrage events.	
Heritage stuff for tourists.	
More street art and light shows.	
South Dunedin - more wetlands and green spaces.	
Mana Whenua cultural references.	
More green areas in the city.	
Mana Whenua considerations.	
Outdoor table tennis	
Inside basketball hoops.	
Sammy's student hangout.	

Meeting people.	
Big events good for the economy.	
Get local artists involved.	
Young people - strong social media presence for local events and business selling.	
Stuff like chess in the Octagon.	
Heritage character - known nationally.	
App for arts and amazing discounts.	
Climate change considerations. - The dryline.	
Show heritage.	
Hangout spaces.	
Sheltered seating.	
Plants	
Seating	
New footpaths.	
Bike stands	
Recycling bins.	
Events for technology and code. Great for hangouts.	
Blocking street but maybe not every block - you can't please everyone.	
Good events every year.	
Entering the city is a concrete jungle.	
Ghetto golf	
Places to meet up	
Escalators on side streets.	
Take it slow in preparing the project - get people used to it.	
I like Christchurch because it is fresh and new.	
Make events bigger and flashier	
LEDs through plants.	
Island in the middle between the two lanes with trees	
Light up George Street	
Sculptures throughout the street.	
SCAN Climate Change Workshop Group	
Can be like Cuba Street	
Emphasis on Public Transport	
Bollards at certain times to prevent commuter traffic.	
Less cars and more public transport	
connections to the bus and the public library.	
Electric tuk tuk for transport.	
Free buses to outlying suburbs such as Blockville and Mosgiel.	
Wheel trolley.	
Parklets.	
Entertainment.	
Boutique furniture stores.	

Southern Heritage Trust & City Rise	
Accessibility to underground works like Japan.	
Management of greenery.	
Plants that give a perfume.	
Barnes dance at the 5 point Pitt Street intersection/	
The white colour of the LEDs do not fit with the heritage.	
Rooftop gardens.	
Greening up the mall area as you look up on the hill.	
Shelter from the winter southerlie.	
Parking considerations.	
Park and ride idea.	
Free or \$2 bus fare.	
Free tram or bus service.	
Parking areas on the outside of George Street and free travel into the CBD to eliminate cars going in the CBD>	
How to protect enviroment from drunkeness and vomiting.	
Little Borne river to cross through George Street.	
Farmers market on George Street.	
The day before we break ground - have a George street party.	
Knox Church Workshop	
Roading and where will the cars go?	
Knox Precinct idea.	
How to make the greenspace extended?	
Getting some benefit for the church and getting involved.	
Lighting up the area.	
Calming the traffic. Street furniture and vegetation.	
Access to Knox church is hard especially with a populated bus stop outside.	
Trafic is congested.	
Too many cars on the street.	
Accessibility of car parks.	
Development of laneways.	

www.dunedin.govt.nz/centralcityplan



George Street

Have your say.

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Thanks for your time
and feedback.

George Street

George Street



Your feedback on George Street please print clearly

Your contact details

Name _____

Age (please circle one)

under 15 15 - 28 29 - 40 40 - 64 65+

Phone _____

Email _____

Address _____

1. I visit Dunedin's central city... (please circle one)



Daily



Weekly



Monthly

Other _____

2. I visit the central city to...

(please circle one)



Shop



Work



Do business



Eat



Meet friends

Other _____

3. I travel to Dunedin's central city by...

(please circle one)



Bus



Car



Bike



Walk

Other _____

4. My favourite things about George Street are...

5. Things I would improve or change on George Street are...

6. Do you have any ideas for new activities on George Street to improve your experience?

7. Do you have any further comments or ideas about the future use of George Street?

Feedback closing date is Sunday, 7 April 2019.

Please note that feedback is public. Your name and feedback may be included on papers available to the media and the public. We collect personal information from you, including your name and contact details, so we can get in touch with you if we need to. We do not share your contact details with anyone. Your submission will only be used for the purposes of the Central City Plan.



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Public Feedback Summary - DCC Survey					
Movement		Place		Layout	
Barnes Dances (positive)	27	Accessibility	32	Full Pedestrianise (all bloc	90
Bikes (no)	4	Bike Racks (increase)	9	Full Pedestrianise (some b	28
Bus (priority)	3	Bollards	3	Part Pedestrianisation (all	2
Buses (free)	13	Charging Stations	1	Part Pedestrianisation (so	3
Buses (no)	21	Children's Play Area	17	Part Pedestrianise (all blo	6
Congestion	23	Culture	16	Pedestrian Priority	30
Connectivity	5	Green Spaces	40	No Pedestrianise (same la	15
Improve Public Transport	16	Greenery	86	Status Quo	4
Separate Lane (bikes)	20	Blue/Green Infrastructure	6		
Less Traffic (positive)	42	Environment and Sustaina	9		
Tram	19	Heritage (Buildings)	26		
Operational Hours	8	Heritage Character	16		
Electric Shuttle	4	Improve Canopies	21		
		Improve Footpath	46	Parking (building)	14
		Improve Retail	38	Parking (less street)	18
		Improve Safety	30	Parking (mobility)	13
		Improve Signage	12	Parking (more)	26
		Improve Vibrancy	17	Parking (paid positive)	1
		Laneways	10	Parking (unspecified)	2
		Mixed Land Use	7		
		More Eateries	39	Off Topic	56
		More Lighting	14		
		More Meeting Places	9		
		More Recycling	6		
		More Seating	94		
		More Toilets	11		
		New Technology	1		
		No electric scooters	2		
		Water Feature	12		
		Widen Road	2		
		WiFi	1		
		Youth Spaces	17		
		Street Art	55		
		Street decorations	2		
		Street Performances/Busk	35		
		Tackle Homelessness	6		
		Smokefree	6		
		Reduce Noise Level	1		
		Rooftops	1		
		Healthy	5		
		Parent's Room	1		
		Deliveries	23		
		Events	49		

Public Feedback - Survey				
Verbatim Comments				
"My favourite things about George Street are..."	"Things I would improve or change on George Street are..."	"Do you have any ideas for new activities on George Street to improve your experience?"	"Do you have any further comments or ideas about the future use of George Street?"	
I don't particularly favour anything about George St	Change to a one-way traffic system northbound from Moray Place to Frederick Street with a matching change in Great King St southbound. This change would fit nicely with the existing SH1 one way system George St (northbound) and Gt King St (southbound) could both have (left to right)	Voluntary pedestrian crossings should be eliminated. They simply create uncertainty, doubt and endanger both pedestrians and motorists.	Under George St parking should be looked at.	
At present there is nothing too enjoyable. Visits mainly to visit certain shops. Overall too much traffic, run down appearances.	First and foremost making George street traffic free is long overdue. I can't recall a city of this size that does not have a distinct pedestrian, only shopping precinct. There should be no traffic allowed during the main business	Denver pedestrian area is a good example of a quite long street with greenery, benches, outdoor cafes etc.	Having a free of charge tram, electric open bus or similar would further enhance the appeal of this street.	
it is not a shopping mall like everywhere else. it feels like a center of the community. great variety of shops. lots of things only found in dunedin (less chains)	stop cars and buses, pedestrians, bikes, scooters etc - only emergency vehicles and mobility permitted card	more public space for people, less for cars. seating, art, performance space etc		
Its size, everything is compact.	Remove the cars, make it pedestrian like Cuba mall in wellington	Better kids activities, make it a family centre and walking mall atmosphere.	Pedestrian only and service vehicles and disability. Keep cross roads to carparks. Seating and water fountains, play areas. More green spaces	
Central shopping area all in one place	No cars, fun interactive features, greenery, seating	art installations and water-water-type features interactive displays for all ages	Brighten up the space and refresh Dunedin	
Tress, Seating, Architecture (especially older buildings)	No cars in Octagon, Buses off the main street, beggars off the streets, lime scooters off the footpath, reduce cafe seating obstruction on footpaths.	More seating areas, more trees and plants and gardens. Pedestrian only areas. More cultural and heritage focus.	Definitely putting people first. Focus on Dunedin's culture and heritage.	
	no lime scooters allowed, more bike chalky areas			
accessibility	nothing	no	I think it should stay the way it is	
Drink coffee, shop, window shop.	Cleaner. Take out trees for parking. Better xmas decorations.		Do not clutter streets - leave room for cars. Hope all underground services have been upgraded.	
The People. I have a lot of friend's that work in George and Princess Street's and the Octagon. And the Street's just off George.. The People that come an go in Town are like the tide in the sea. You see the flow in an out.	Lighting; Street and Shop Lighting is bad in some places. Some areas non existent. We even have lights that the bulbs have blown for some weeks and even months. Paving; I have had to assist a few people that have tripped over on the pavers and there are some missing in places	Baskers Competition's. Better covered seating or weather covers over the street seating that we have. Some of the new seating in the Octagon just suck - No shelter from the weather!	No. Just work on the Lighting and Paving. Better Liquor Ban signage and either put up better 30km signs/ have them enforced! Or pull them down - No one (even the Police) is abiding by them!	
Easy access to lots of small friendly retailers selling most goods I need. Heritage buildings. People - generated vibrancy.	currently very car dominated space: needs integrated co-investment in alternative modes and pedestrianisation. Needs softening with green space and play options for kids.	More green space. More play space for kids. <Make infrastructure (pipes etc) visible to be viewed by the public. Keep schemes like Urban Dream Brokerage that create new/unique/independent/surprising retail elements.	Pedestrianisation will only be successful with integrated co-investment in alternative transport modes including significant improvements to the accessibility and regularity of bus services. Where is the investigative work around the district heating scheme? Carbon reduction should be a key principle underpinning the work programme and the DHS should be progressed at the same time as any physical CCP works.	

Its walkability, friendly community atmosphere, wide footpaths, interesting and varied shops, good quality clothing stores, local goods, and the way that everything you need is in one place.	<p>Reduce the number of cheap/tacky shops such as two dollar stores etc which sell pointless single-use plastic in excess. Replace with stores selling good quality clothing, other items that will last, restaurants etc.</p> <p>-Reduce traffic, increase cycling and pedestrian space! For less noise, and to be safer, more peaceful.</p> <p>-More green space, trees, lawns</p>			
the octagon and cafes	more green/seating, more art	more open space		
The fact that everything is close together	Traffic control	interactive features	NA	
The historic way it is now.	Remove planter boxes and buses plus bus stops and cyclists, lime scooters. Increase parking spots so that it is a pedestrian/ car area.	Remove bus stops and planter boxes, return to car parks. Also make skateboard and scooter free area.	Dont charge extra rates for things the building owners/ shop owners do not want ir get benefit from.	
Concentrated nature of retail and commercial.	Traffic flow along George Street by making all cross streets priority over George Street with Filleul and Great King Street one way from Moray place to Frederick Street/London Street	note below	Encourage more innovative use of smaller spaces (retail) with boutique and bespoke activities and services.	
Visit shops and cafes, look at the old buildings, stretch my legs and take a short break from work, get some lunch.	Pedestrianisation of the street. More planting (not finicky annuals, but long-lasting growth) including vertical planting. Opportunities for cafes and restaurants to have more outdoor seating. Cohesive verandahs for protection from the weather, ability for these to be closed off in winter to extend restaurant seating areas. Art on buildings, moving and static sculptures, more water features.	A playground with an area for small toddlers, and some larger equipment would liven up the place. It would be a good use of space if the road could be shut off, and would bring people into the city centre. Free tram up and down the street - right out to the beach?	I'm surprised I was only allowed one option for my reason to visit George St as well as the means by which I get there... I think these two questions will give you data that isn't representative of how most people travel and the fact that they do much more than either work/shop there.	
	Pedestrianise		Pedestrianising improves access to shops/businesses, clears the air, gives space for other than cars etc - and has already been done in most NZ cities and the rest of the developed world	
the street frontage, vibrant people	<ul style="list-style-type: none"> -closed to traffic - seating - plantings - living walls - green us up - feature arts - mini markets 	<ul style="list-style-type: none"> -mini markets - food truck weekends - closed to traffic - special events - busking, music festivals - mini themed gardens - seating areas, tables and benches 	<ul style="list-style-type: none"> - play areas - covered area as well, for all year round use - street art on footpaths - DCC themed area with public toilets - pop up shops in the street 	
easy ways to cross the road and lots of shops	nothing	no	no	
Everything.	More space on footpath.	Something like an arcade.		
	Designated areas for cyclists and e-scooters More pedestrian-friendly More green space More open			
the city life - how its a place where everyone meets. the centre of Dunedin is life	business, activities	I'm not sure maybe outdoor screenings, like the otago museum did on their lawn	cool community stuff	
interesting shops	make it for pedestrians	street furniture, pocket parks	games, music, events, street markets/food trucks	
Its close to the university and easy to access	Remove concrete drop gutters from the retail area and CBD	By removing concrete drop gutters from the retail area and CBD will increase the access/ability to cross the street and walk around the city for those who use wheelchairs or mobility aids. Also those with Prams & Strollers find gutters a major hindrance after exiting a vehicle. By reducing gutters size and height electric scooters would be able to transit on to and off footpaths to avoid dense pockets of pedestrians.	New Zealand's aging population will make the walk-ability and access of the central city an increasing priority to those with physical accessibility disabilities and consequently a rate payer issue.	

Wide range of different shops Shopping Centre central city parking should stay	Hanover Street - Moray Place changed to a pedestrian mall between 8am and 5:30pm	Magic Carpet		
All the cafes and shops are in the same area (one block or so).	Increase in real plant life and greenery. Increase in seating area. Add hygienic water fountains.	Pop up stalls, markets: food, arts and crafts - christmas and other holidays. Food trucks. Some sort of night activities so its not dead as soon as the shops close.	Introduce bee garden (similar to dental school area). More bars and cafes that have outdoor areas. Smokefree. Try be as sustainable as possible.	
Some good shops	Too much traffic. Having lived in many cities inc NZ ones, I despair at the lay out of Dunedin. There is no peaceful pedestrianised areas to eat or shop, it's frustrating constantly crossing roads, having fumes as you eat and worrying about your kids by the road. It's also frustrating to drive through as the lights are constantly going red, only getting 100 metres and stopping,	Yes. Stop cars going through the centre. Except early morning deliveries and emergency vehicles.	Get on with modernising and greening Dunedin. Stop listening to the backward people.	
The accessibility of the food shops and clothing shops in one place.	more pedestrian areas	More things like markets (thieves alley etc)		
makes shopping easy	put more shops and restaurants	more statues of maori culture so we don't forget about the native heritage	less cars on the street so it will be safer to shops for adults and children	
its unique to NZ to be walkable. Octagon is great, not too big like Christchurch. its narrow unlike sprawling Invercargill. its a	no cars or trucks, trams or bikes or DCC owned e scooter zone from Albany to the Exchange. cars and trucks on SH1 and Filleul	no cars		
potential for/as pedestrian precinct	convert to a ped precinct	it seems a heavily orientated towards clothing and fashion items		
George street is difficult to get to if mobility is an issue. distance from bus stops and parking				
it is a thriving busy place with a variety of shops and cafes	no	no	please keep access available for people with walking disabilities - disability parking in close proximity to key shops and banks	
	NO CARS OR CAR PARKING on George St, complete pedestrianization with public transport options. All the baby-boomers that need to drive everywhere can get wrecked and stop complaining. The central Dunedin CBD should be people friendly, not car friendly. This will only improve the vitality of the CBD but also help improve the health of the aged population...	Pedestrianization.		

Diverse uses, trees very likely to see friends as anyone could be there for any reason, not everyone is there for one thing.	Pedestrianize large sections of the street, limit through traffic to just buses and service vehicles in a mixed use area (pedestrians and limited vehicles) obviously speed limits for vehicles would be reduced. Allow cafes to spread out into the streets. With all the space left by the road have more street furniture/trees/plantings/sculptures that make the space seem less linear.	Night time food markets, with great ambient lighting and music.		
Everything is in one place.	PEDESTRIAN ACCESS ONLY! There's no need for cars on George Street, causes insane amounts of traffic throughout the day, especially during peak times. From Moray Place through to Hanover Street would be perfect. Possibly a free transport option like a wheelchair accessible tram for those who are unable to walk the full stretch of street (especially as baby boomers get older, a free service like this would be invaluable). More public toilets, or at least 2 additional public toilets in the central retail area. More recycling bins throughout the streets. More integration of Kai Tahu histories in the final development.	Please integrate Kai Tahu into the final plans and encourage activities from our Maori community. Would be great to have a bunch of outdoor seating areas, art/sculptures, more integration of culture throughout the city and comfortable area to be seated throughout the day. Possibly areas for children to play. Just make it less hostile of an area. Currently George Street is a place to try to get away from as quick as possible as opposed to a central retail district.	If you were to put planters and seating area down the main stretch and pedestrian-ise it, please make it able to be rearranged at Graduation times so students can still walk down George Street on their way to graduate. This is such a great tradition the Uni of Otago & OP have that needs to be maintained and honoured.	
The combination of cafe's and independent, boutique retailers. I love the fact that malls are tucked away off the George Street, that George Street is vibrant and busy with lots of foot traffic.	Create car free, pedestrian, bike and scooter only blocks. The Octagon should be car free, and some of the other blocks should be car free too (block in front of Meridian Mall and Edinburgh way - next block north?). Greening of the streets - if roads are closed to cars this enable more green space within the city. Improve satellite parking opportunities so that people can park nearby	Create an amazing playground in the central city - either in George Street or within a car free block. Set up a bike share project - so that we don't become reliant on electric scooters when we could just be biking. Set up electric bike storage and charging hubs to meet the needs of increasing numbers of electric bikes in the city.		
the remaining old buildings, green spaces, malls	more plantings, less vehicles	picnic spots	better signage for the lost tourists	
Home	Buildings/malls/multistorey car parking	multi storey car parking	multi storey car parking	
Walking in fresh air but under cover of awnings so protected from rain. Glad it is a real street, not just a shopping centre.	I would like more useful shops like bike shops, hardware etc. - fewer clothes shops. I would make lovely old fashioned shop front more prominent - less plate glass and plastic. Brighter, more vibrant look. Fewer empty shops. More public art - especially child friendly pieces	Encouragement of high quality buskers - space for musicians, street artists, circus performers etc. - perhaps with a licensing scheme.		
its got food court and KMart! its the town of Dunedin, events at the Octagon	- move shops - better parking - better xmas decorations	- better santa parade - more town in Dunedin events - better fireworks	- bigger streets - better food - better octagon parking	
The mall because there is no traffic. Variety of shops. Lots of food places.	To make it pedestrianised at least down to the block North of the malls.	A stage set up that has live entertainment, particularly when cruise ships come in.		
shops are closer together you don't have to walk far to your car if you can get a park in a nearby spot	we need more shops, we need more parking, Dunedin is overpopulated and in peak hours of shopping it is hard to get around George street and shops	they need to reopen the golden centre food court, an arcade centre or activities for kids or teens to do on weekend and in holidays. while parents shop or eat out		

Its potential, in terms of the local businesses and community, the willingness of people to spend time outdoors sitting, talking, eating, walking, etc. It could be a bustling hub of activity and safe for pedestrians. Right now, unfortunately, the potential is largely untapped.	Pedestrian priority (slower vehicular speeds, intermittent shared/pedestrian space w/ retractable bollards, safety, access, enhanced streetscape experiences and activity - i.e., the commercial use of footpath bylaws need to be changed). Priority for people with disabilities, the elderly and the young (i.e., George Street should exemplify best practice in universal access and inclusive design, to set a standard for the rest of the city and become a welcoming place for all users). Landscaping and greenery (more trees, rain gardens, permeable paving, etc. - we need to bring green back into the central city, which is great not only for biodiversity and physical health, but also for emotional well-being and enhanced sense of place). Lighting (the existing 'faux heritage' lighting is over-simplistic and ill-advised in its representation of Dunedin's heritage - not to mention that the light up-spill from these lamps is unacceptable and street-level lighting could be significantly improved through more creative, sustainable lighting design solutions).	Commercial use of the footpath should be encouraged, rather than penalized. If the public supports urban design strategies that encourage different uses of public space (which includes the footpath), then the regulatory arm of DCC should not counter efforts made in this regard.	It's pretty telling that you provided the opportunity for only one answer in response to the prompts, "I visit central city to..." and "I travel to Dunedin's central city by..." I would hazard to guess that almost every citizen of Dunedin visits the central city for more than one reason and does so via more than one means of transport. There should be the existing retail, but it's quite limiting to refer to George Street's surrounding area as the 'retail precinct'. Obviously the plan was generated from within a predominantly regulatory workplace culture. George Street and its surrounding area should be encouraging a mix of uses, including retail, hospitality, recreational and residential. The liveliest, safest and most sustainable urban areas have a resident population (that doesn't vacate to the suburbs at 5pm every night), and a variety of reasons (including non-commercial reasons) for people to spend meaningful time with each other in that area during different times of the day and night. Of upmost importance to ensuring the successful future use of George Street is also the transparency of processes endorsed and followed by the DCC. If 'buy-in' to the project is a primary objective, then DCC management needs to bring the community - and DCC staff - along with them in fair, inclusive and	
The Meridian car park. Compact shopping quarter. excellent cafes and bookshops. Slow traffic zone.	Pedestrian only outside Meridian	Stationary fitness gear such as the cycle way towards Port Chalmers. Seats in the sun at the roadside. Cycle access even if no cars.	Children's play area and more greenery.	
How close everything is to each other and the walk able distance of shops, businesses, uni etc n the area.	I would like to see cars eliminated so it is a pedestrian friendly place (like what they are doing to Cashel Street in Christchurch). This would make walking so much more appealing. Also more planter boxes.	Planter boxes outdoor seating no cars (pedestrianisation) More lights down the middle where the road is street art if cars, wider footpaths		
Small interesting shops. As well as big days.	Ban lime scooters on footpaths. Buskers not beggars.	Attracting seasonal displays in empty shop windows.		
Easy to get from one place to another (e.g. variety of routes). Feels "people sized" Tress - need lots more!	Scooter lanes. Wider range of activities housed in George Street retail precinct i.e not only shops. Dunedin Public Art Gallery is a good example of this = gets foot traffic that otherwise might not have. Get buses off George Street & Princes Street. Get cars off George Street and Princes Street.	No traffic - large pedestrian spaces, areas to sit in groups or individually, partially covered walkways over current road space, interesting use of alleyways line up streets. Outdoor art increased even more, sculptures etc.	You guys are doing awesome work!! Thank you for a chance to participate. PS Fort Street really works in Auckland - great example to use.	
Barnes dances crossings, first step towards pedestrianizing the centre city	make George street a pedestrian area with nice seating areas and native plants		invest in public transport to the centre city and ban cars on George street	
Rob roys Well laid out	Too busy mid day	More murals these are lovely throughout Dunedin.		

The 30kmh speed limit, the Barnes Dance Crossings, the variety of eating places, places to sit, mall style shopping, the relative lack of drug (alcohol) harm enabling establishments [ct the Octagon]	Encouraging a 10kmh limit for any wheeled vehicles on footpaths, banning E scooter parking on the footpath and providing parking bays for such outside the footpath and actually the same could apply to bicycles if more frequent cycle stands were to be provided. Widening the footpaths. The proposed parklets sound like a good idea, support those including temporary trials. Would love to see a smoke/vape free George St. Ensure all driveways exiting across footpaths have a solid yellow line at the inner and outer footpath edges and STOP or "GIVE WAY TO PEDESTRIANS" signage.	One idea for a parklet might be a BUSKER STAGE including an area of wooden or similar floor suitable for dancing - again maybe temporary/moveable - dancing in the street maybe weekend afternoons.	Support further pedestrianisation but in the form of shared space rather than complete banning of personal vehicles with goods deliveries restricted to limited hours and vehicle speeds slowed down further. Please maintain access for human powered vehicles - bicycles, trikes, scooters, skates, skateboards. Create a halo of streets around George St with 30kmh speed limit including especially Great King St from Albany St to Moray Place, but also Filleul St from Hanover St to Moray Place, Moray Place itself and all connecting streets between George St and the "halo" streets. Overall, supportive of and commend the plans to upgrade George St.	
The traffic.				
Lively street with many pedestrians. Slower traffic. "Sharrows" for bikes.	Covered walkway to bus hub. Less car traffic. fewer car parks to make room for more trees and parklets. More parking for cyclists. Free bus from George street to Bus hub.	Public space where it is possible to eat own lunch (packed) under cover and heated. More public fountains.	More multi modal. More pedestrianised areas for relaxed socialisation. Restore wildlife corridors with native plantings that are ecologically functional. More permeable surfaces to reduce storm water run off. Art and history beautification.	
The variety of architecture and places to eat/shop. We have some chain stores, but also many local shops. And it's close to the library which is also frequently on the itinerary	I would make as much of it as possible pedestrians only, with bikes/scooters also allowed. This would increase the flow for the retailers making crossing the road seamless. It would also allow for more planting with drainage gardens to help slow the water off all the hard surfaces.	More bike/scooter/skateboard parking. Drainage gardens.		
Shops close at hand as Street not too wide, such as is the case in some other small cities. Potential to retain a great atmosphere....	PLEASE do something about the trees. It is really great to have greenery in the main street, but they have grown up and many of them have not been shaped well, or are very one sided as they grow due to the buildings blocking light or the branches themselves. They look quite sad and un-kept, especially in winter. Some are big, a distraction to views up George Street. Some are leaning, some are not well, past there best, due to the restrictions of light and space. Also...PLEASE get shop veranda owners to maintain the roofing over footpath...some look dilapidated and a lot need fixing, a number of them during heavy rain let water through onto pedestrians by way of roof leaks, drainage and down pipes not working, broken or blocked. Bear in mind tourists and cruise ship passengers use these streets and outside some shops they risk getting drenched. They want to stay dry while here on a wet day. Not a good look!	The narrow Street while great for atmosphere, also restricts space, but A revamp of some areas on footpath to allow for entertainment, Street theatre, music, and the like perhaps in two key areas, one a couple of blocks from Octagon, one a block or so from Knox church corner, would be great. Also sufficient seating, tables for a sit down and a bite to eat around these areas. If there are to be less cars, PLEASE make sure there is good ample car parking immediately adjacent to any pedestrian friendly area...perhaps in the streets immediately behind, to the East or West. Businesses to provide a vibrant Street will need the support of car users for many years to come. DON'T crowd them out. By all means plan for change, but forcing it on people too fast will only detract from use of the area in the shorter to medium term.	Please act soon to sort out the trees. They need a complete re think, like any garden does after a number of years...new more modern replanting would give a modern and attractive finish to any new areas. Also a shake up of landlords who allow faulty drainage on their shop verandas to urgently fix.	
central hub of activity	no cars	more cuba street vibe		
bike accessibility, wide streets/pedestrian access	more pedestrianized, better sidewalks, more public transport	areas/plazas for cultural activities eg busking/pop up night markets	reduce car traffic to increase pedestrian through traffic	

Its accessibility by bus (north of St Andrew St)	Maintain bus movement along George St north of St Andrew St. Provide high-level boarding with raised kerb and real-time timetable displays as has been done at the Bus Hub. Consider "in lane" bus stops that do not require buses to pull to the side of the road. These mean that the buses stop in lane, load and unload passengers then move off immediately as the road is clear in front of them. It allows buses to become the highest priority vehicles in the street. The new ticketing system will allow for very fast boarding as passengers "tag" themselves on to the bus, so in-lane bus stopping will not delay other traffic for very long. Buses on this street will become agents of traffic calming and traffic reduction as they encourage other non-essential vehicle traffic to avoid the street. In lane bus stops send a clear message that bus travel is the preferred means to get access to the city centre.	Provide a bus stop at George/Pitt Streets corner and another at the foot of Pitt St, both sides, to allow passengers to easily change between the George St routes and those buses that run along Frederick and Pitt streets without having to travel via the bus hub.	Do not remove any more bus services from George St. Bus passengers have "done their bit" by removing to the bus hub to allow the Octagon and part of George St to become free of buses and potentially free of all vehicles. It would be unfair to bus users to deny them access to any more of George St.	
Compact shopping area	Fix the problem of empty shops, which are a bad look for visitors and tourists (my Auckland friend who visits Dunedin for business says that it gives the impression that Dunedin looks 'tired' - even though us locals know that Dunedin isn't!). So incentivise empty shops to be filled by encouraging retailers located on George St in poorer locations to move into the empty spaces. Not sure how, as greedy private landlords (probably, I have no idea) charge unrealistically high rents in George St. Perhaps the council could introduce some kind of 'building owner rating penalty', i.e. you get charged a premium rate if you leave your building unoccupied in the George Street area.	No.	I have an idea regarding the new bus hub and it's connectivity for pedestrians to surrounding streets (not strictly George St). I believe the bus hub experience could be improved if pedestrians could be connected more directly and quickly by foot to the Octagon area (for eating, drinking etc). Due to my extreme age, I seem to recall that 'back in the day' there was a way (alleyways etc?) to get part or all of the way to the Octagon as the crow flies from the bus hub side of Moray Place. Or perhaps at least as far as Bath Street. Maybe these alleyways have been closed off and could be re-opened? Or maybe they never existed? Maybe I'm thinking about the space where the Woolshed pub used to be in the late 1990s? Did it have a back entrance? Anyway, it could be food for thought or you can dismiss my idea out of hand. You can see what I'm getting at though, it is a bit of a weird dog-leg walk for bus hub users who want to get to the Octagon. And we all know how Dunedin people don't like walking anywhere!	
Dynamic area during the day, people moving around. Good 'vibe' I really like the architecture of many of the older buildings but alot of them are looking pretty run down and so they largely go unnoticed.	Pedestrianises the area or at lease reduce vehicle traffic & make more public/green spaces. Better seating areas. More public art.			
Being able to wander along but also go directly to destination.	Access from side streets e.g. Hanover, St Andrew Street, Moray Place. I have taken 20 minute to get from Great King Street to Meridian car park.	Easier parking for people with disabilities. Keep scooters off main street road and walkway and skateboards. would like a few seating bays but need to retain vehicle accessing for service vehicles and those with mobility issues.	Should not be closed to traffic in foreseeable future if only because of delays by buses trying to turn from Great King street and pending chaos from Hospital build. It should be remembered that outdoors seating etc can only be used in summer when temps are ok for sitting outside. Relocation of buses to new hub now preclude me from taking a bus to town to shop and eat on the main street due to my limited capacity to walk on many occasions. Please do not limit my access.	
It's always clean and the amount of shops along it.	Easier cycle access and more places to lock bikes to.	No.	No.	

Variety of shops. Many trees.	<p>Prioritise the street as destination, not a through route. This means pedestrianisation, cafes and bars spilling out onto the street, and slow or no use of cycles and escooters. This also means no buses using the street, so a bus priority route should be investigated - such a route could be along Great King St from the Hub, and then along Frederick St to turn back onto George St.</p> <p>Better wayfinding throughout the city is needed, and covered walkways from the Bus Hub to George St would be great.</p>	Water features and fountains down the middle of the street would be lovely!	Don't underestimate the bus routes! Patronage on Dunedin buses will likely dramatically increase with the coming realtime tracking, app, and tag-on/tag-off ticketing. This will require much better management of buses in the central city, and bus priority signals and routes should be considered, especially as some streets have in excess of 80 buses/hr now.	
The scale and size provides a good opportunity for change.	Remove cars. Make more walkable.	More opportunities for pop up shops, markets, displays, exhibitions and artwork. Having special events.	The Lanes in Brighton, UK would be a great model (in my opinion) for George Street. Pedestrianised from 9-	
Slow zone 30km	Pedestrian areas only. More green space. Water fountains - for drinking plus water features. Remove	Permanent outdoor furniture. Bee friendly gardens.	People focuses not on cars or buses. Car parking for disability only. Streets as ecosystems i.e. pervious	
Flat. Good shops.	Accessibility and kerbing for wheelchairs. Disabled parking.	seat for a rest	Don't take any more parks away	
	The traffic.			
All the local shops	100% pedestrianisation from Frederick St to the Octagon. More comfortable, safe seating areas. Native plantings. Plenty of recycling bins. Street vendors (including street food vendors) with comfortable eating spaces. Dedicated spaces for buskers and other performers in the middle of the (pedestrianised) street, not blocking shop windows. Elegant bollards formposters promoting local events.	Cycling / scooter riding in dedicated bike lanes. Comfortable, safe spaces to sit and people watch.		
food! Drink!	parking	more buildings look quite old when the day has big rain. some parts of roof always huge leak		
The building facades	remove traffic to create a pedestrian zone	pop up cafes, food trucks, entertainment on weekends (family)	I would live to experience a greener more relaxed street scape	
not a lot. its old and dated. the barnes dances are a good addition though	more communal areas. the octagon is not the centre of town. the block with mcdonalds is. A central play area for kids and cafes would be great	kids play area. somewhere to sit and have a coffee	I would close the road on the block mcdonalds is on and pave it and have trees, cafes, seated areas, sculptures and a playground	
the general buzz about town and easy access to stores and mall	just make sure footpaths are well maintained. its perfectly adequate as it is	its a space to shop and meet up with friends and of course do business, banks, etc. its is not a playground and new activities could involve a lot of young people who wouldn't necessarily contribute to the spending process	no keep it as it is for the residents and tourists alike to enjoy as a thorough fare to all businesses	
	I would love to see the block from St Andrew St to London St made into a mall. It is too narrow for cars, trucks, e-scooters and pedestrians		Get rid of the signs on the footpaths.	

The shopping and restaurants	George st, should become pedestrianised with cycleways, access only to deliveries and taxis, maybe something like Melbourne's Bourke st mall.		Please remove the foul stinking diesel buses from George st.	
Lower speed limit, trees, seats, the Octagon, some of the buildings particularly the heritage ones.	More bike racks, more planting, more seats No more motor vehicle access, except for disabled and probably some deliveries? Maybe some roofed sheltered areas	Get rid of Lime Scooters. Maybe some more sculptures Drinking water fountains	Signage re historical sites of interest and/or development of City Centre	
No private vehicles (pedestrianise it. except for public transport/deliveries) from Hanover Street/Frederick street to the			Having buses stuck on built up traffic made up of single occupant private vehicles is an inefficient way to transport people to/from the city centre.	
The constant business and the variety of shops.	Pedestrianise! chuck in seats with tables and more greenery.		Pedestrianisation would increase feelings of safety among pedestrians. Seats with tables would increase the traffic (on a nice day).	
Heritage architecture. A pleasant walk to my usual destination of Moray Place/Octagon.	Increase pedestrianisation. Extend space available for street cafes. A frequent, free, easily accessible, electric bus or tram	Open laneways for cafes and boutique shops. More street art and green spaces. Street markets. Occasional street parties.	Future proof against drastic climate change. Encourage apartment living.	
everything is on it	I don't think it should be fully pedestrianised, but maybe shared space, or something to discourage cars from George Street	Dedicated spaces for buskers A park? Using the leftover food from all the restaurants and takeaways to feed the homeless	A courtyard or food precinct, Albion Lane would be good for that	
It looks better with paving stones. More benches to sit on between the Meridian and Octagon would be good.	The lights are a major pain in the a**. They take too long. I rarely drive down George Street.	Art installations that are consulted for, by the public, in a democratic way (the teeth the Council bought are awful). Something like the CS Lewis park in Belfast - but with iconic Dunedin statues or something?	Maybe some tartan flags, red Chinese lanterns and Maori patterns on flags to reflect Dunedin's diverse cultural background, would be nice and further beautify the area.	
Shopping, dinning, clubs and bars	Tidy up, clean up, everything is alright.	Bus Hub needs to be opened correctly for people to use and be appreciated	Once this has settled into a routine, businesses and companies will be in full swing. If selected type of people doing there daily activities further more our restaurants and hotels will be ready for full service.	
Unidirectionality	For goodness sake, give no traffic zone a go. I've lived here 50+ years and it has never even been tried.	Close George Street to traffic even if it is for certain days or hours.		
Easy access to shops and cafes. The central library is close by. Buses take me there.	Fewer vehicles and eventually no vehicles. Pedestrian only between Frederick street and the Octagon. Scooter only lanes, not on footpaths.	Golf carts or electric carts with pick up spots for people with unsteady mobility or fatigue. (or pedal rickshaws). Very important to remember not everyone has self mobility.	Keep the trees. encourage people to leave cars and bicycles by the railway station or on Moray place an walk down George Street, like a "park and walk" spot. Keep electric scooters off the footpaths and require bells and road rules. Have a digital screen giving bus timetable for Great King Street Hub to remind shoppers to get their bus home or to car park.	

I love how close everything is: it's so easy to get where I need to go, especially with the Barnes Dance crossings and the simple layout	It seems like a no-brainer to make the octagon through to the 5-way intersection a shared zone. This would significantly improve the vibrancy of the city, and make it a really fun place to be for all. It could show other cities how it can be done properly The tiles and pavings as well as street furniture and decoration are aging. The tiles especially are problematic for wheelchair users. I also think that it would be great to relocate the majority of busses off George Street, as the noise and carbon pollution are extremely high when they move! Or just allow electric busses.	Just continuing to provide easy walking and cycling everywhere, as well as promoting eating and hanging out outside. Perhaps some heaters so that people are more comfortable outside on colder days? Also always more trees! It's also never too late for a bucket-fountain-style interactive art piece!	George Street has so much potential to be a world-class destination. I think that by making it into a shared zone, removing curbs, eliminating parks and dropping the speed limit would drastically improve Dunedin as a whole	
The variety of shops and the character buildings	Make it more appealing - with wider footpaths, trees (cherry trees would be perfect), more seating, and an attractive layout. I favour the concept of making the section of George St between St Andrew Street and Hanover St a pedestrian area with a single lane slow road through the centre for utility vehicles. The remainder of George St from the Octagon to Frederick St should be made into slow roads. The traffic needs to be able to flow across the intersections but I don't think George St itself should be a thoroughfare for regular traffic or for parking. The reduction of parking on George St will need to be compensated for with the addition of another car park building near the city centre. The concept of "laneways" should be explored further...can we make better use of our city centre laneways? If the area can be made more appealing and safer, I think people will spend more time in the city centre and see it a destination rather than a quick stop for shopping or banking. If the city centre is seen as a destination, retailers and hospitality are more likely to occupy spaces long term and landlords are more likely to invest in upgrading the buildings.	I would like to see sculptures and more street art. Perhaps we could have a bit more shelter as well - imagine a covered space in the pedestrianised area that could be used for street performers!! I would like to see more cafe's/bars in the George St area. Also would be great to see more apartments being developed above the stores, so that it becomes a real inner city community.	I want to have a main street that I feel proud of....at the moment it feels shabby and tired. I usually take visitors to the Octagon or the Warehouse Precinct and avoid George St as I don't feel it has much appeal.	
Everything in one place.	No cars from Octagon/Exchange to Pitt Street	Friday night food fest with food trucks with multi ethnic food styles. Street art and performers. Street seats - can do with no cars.	Make Great King Street and Filleul Street easier for cars	
The Barnes dance crossings are the best. The block between Hanover and Frederick is my fave place to go and find something to eat.	No traffic from Octagon to the London x George Street intersection other than couriers/ambulances etc would be great.	Thieves alley could extend down the road. Food trucks on George Street would be cool. Lets try make something more exciting than the bucket.	Please seriously consider shutting the road to traffic. I really think its long overdue. It will kind of mean the barnes dances will be pointless but oh well. So much room for fun! Fairs, street food etc.	
The old heritage buildings overlooking the street and the trees along the kerbside of the footpath	Perhaps more nature, potentially a nice public interactive open space if there could be room for one	Maybe a new art/water feature		

Paving which as a nice sense of tradition, visual interest, and warmth. Mostly nice wide footpaths. Bike racks are reasonably easy to find.	Reduction is traffic, by removal of car parking on main street. (Exceptions being mobility parking, authorised delivery vehicles etc) Making George Street more pedestrian and cyclist friendly would improve 'foot traffic' for retailers, and encourage people to slow down and enjoy the central city and the people who share it. Remove traffic entirely from Octagon, and sections of George Street, creating pedestrian/cyclist only blocks, with covered seating and public art (ideally combined). Ideally, restrict all traffic from London/Fredrick street to Moray Place (Princes Street side) to public transport (buses) and service vehicles, creating an easy loop for vehicles to by-pass George street through this main shopping district. Additional parking could be created with angle parking on St Andrews St etc, where they no longer intersect George Street.	Combine public art with (covered) seating, allowing more space and visual interest to attract people to the area. More garden beds and trees.	Chose paving carefully. Paving provides excellent sense of space and character, and can be used creatively to add interest. Colour is important, to add light and warmth to our often grey (and discouraging) days (weather-wise). Safety (non-slip), durability, adaptability (for section repairs etc) are equally important. Visually, the recently laid grey paving around the bus hub doesn't fit in with the curves and variation in width of the footpath, though the change in paving closer to the curb does help make you aware of the approach to the (sometimes very high) gutter.	
The old buildings that have been restored. The "old" streetlights that reflect the heritage.	Pavement - get rid of the bricks. Yuck! Nice seats, like in Vogel Street or something arty.	Try to have all the shops occupied. Keep it clean!		
To be able to leisurely walk along the footpaths. To be able to catch a bus at any stop. To enjoy the seats ordered at frequent intervals.	Free parking for 1/2 hour. To encourage people to use less cars yet i do think it is a necessary to be able to drive through the street.	Nice to be able to sit outside where cafes are. perhaps to encourage more outdoor tables. Seats near eating places.	Keep the buses going through - in thought of elderly people - the young with babies - children in push chairs. The thought of directing buses away from George street alarms me.	
Shopping, restaurants, people.	Less cramped, more greenery, more seating, outdoor coffee shop.	Live entertainment.		
	put pedestrians first			
Compact nature - easy to get around.	George Street from Frederick Street to beyond the Octagon should be fully pedestrianised. This would allow for a more enjoyable experience and safety for pedestrians. Would also allow for more greenery and outdoor cafe seating.	Assuming George Street is fully pedestrianised it would be nice to get a tram running the length - free of charge, stop every block - to allow easy movement along the length of the street. If full pedestrianisation not possible then at least remove all car parking and widen the footpaths to encourage reduced car and improved pedestrian use along this stretch of road. Restrict traffic to busses only.	Pedestrianisation would bring George Street in line with overseas centre cities where this is the norm, and would encourage more leisurely passing of time which can only be of benefit to the retailers along George Street.	
seeing the old buildings above the street shop front	the look and paving its messy and outdated	include more greenery and art, make it bee friendly	keep historical feel and buildings, don't make it bland	
the attractive girls there, locality, its flatness, you can meet people, both people you know and people you dont	ban scooters and bikes on George street completely. that is ban them from being used both on the footpath and on the road	no	no, except to slightly reduce the shop rents so that all of the shops will be filled	
plenty of parking, good variety of shops	keep the parking in main street	its a shopping area - keep it that way	keep access for cars and not buses or trucks during business hours	
It has all the good shops in Dunedin. Pedestrianisation may encourage more cafes/ food trucks to entice me further.	Take the cars away. There is no need for them there. The footpaths get busy and if there was shared space/ larger paths then people could meander more freely and not get stuck behind slow walkers	Places to sit, greening the area, making it more pedestrian-centric as opposed to car centric	Lime scooters are the future, as are electric bikes and other similar inventions. Please make the roading/pavements flow smoothly from one to t'other (perhaps have the drainage in the middle of the street) instead of having a hard curb which disallows freedom of movement	
	a big pou of Ngai Tahu carvings. Embrace Maori, Chinese, Scottish heritage. Pedestrianise, Like Cuba Street, Melbourne Square, San Francisco. Not like New York			
Shopping	some shops are too old	rebuild the road, or like make it more new	road widen	

On George Street at present I mostly shop, but I enjoy the various restaurants as well.	The main street itself should be closed to through traffic, allowing buses, taxis, bikes and deliveries, but not general vehicle traffic, except on the east/west cross streets. More trees and better planning for water flow and services should also be included in any redevelopment. Obviously the needs of store owners need to be considered, and they need to be consulted and listened to for any planned changes.	I'd love to see small structures that could be rented out for fixed periods, so artists who wanted to target cruise ship passengers might rent a small, secure structure in which they could display art, crafts or the like. People would have the option of renting on a monthly or quarterly basis instead of having to rent it year round. Perhaps in the winter someone with a season-appropriate business idea could rent the same space for a finite period, maybe at a higher monthly rate than someone who signs an agreement for a year. A Wednesday farmer's market might add some interesting flavor to the city during the week. I strongly feel there should be a free bus service running from Know Church to Princes Street and Moray Place at least during the tourist season. This would facilitate access for visitors and locals alike to get from one end of the strip to the other easily. It would need really easy on/off access, including for wheelchairs. There could be ramps positioned up to the height of the bus floor so wheel chairs could just roll on. While a longer free bus line might be good, this is especially about facilitating movement for people through the central George Street corridor. A longer free bus that went from South D to the Botanic Garden would also not be silly. A tram would be even better, but I gather that's not cheap.	There needs to be plenty of parking for bikes in any redesign, and if Lime scooters are here to stay they need to be more effectively incorporated into planning, rather than just being dumped wherever users feel like. On cross streets bicycles also need to be considered, both to cross town and to get onto George Street safely. More vehicle car parks on peripheral streets also needs to happen, maybe in the form of multi-story car parks. I gather there is discussion about accessibility on George Street. I recently saw an interesting story on the use of different surface textures to aid the visually impaired when trying to navigate public places. This idea should be explored more thoroughly so such ideas can be implemented on George Street. It would also be nice to see old streams that have been dropped out of site reinstated as part of flood control planning.	
I think the expenditure of money is a waste of rate payer money. Upgrades in the past have not even been paid yet and the Council wants to spend more money.	None	None	None	
Range of shops, covered walkways	Pedestrianisation - no cars or buses - at least from Pitt St intersection to the Octagon.		More nature, nice public loos with good baby change facilities, more rubbish/recycle points, commission more artists on a regular basis for public art, have urban environment better reflect history of the land, more pedestrian spaces.	
How busy the foot traffic is, and how everyone in the city goes there (Dunedin doesn't have a giant suburban mall to suck business away from one single centre for the whole city--we're very lucky for this).	PEDESTRIANISE IT! Cars don't need to be there. Furthermore, retail business will benefit from the increased accessibility for pedestrians. It is a joke to argue that customers won't be able to access shops via car; any normal socioeconomic class wouldn't be able to afford the parking anyway (which is good--more cars is the last thing we need in 2019).	Seats, sculptures, trees, amphitheatres etc. encourage public spontaneity (AKA they encourage people to be human). George Street is dripping with potential because of the heavy foot traffic, but there's nowhere for such activities to occur.	Trees are very nice because they create shading and have calming effects on pedestrians.	
the cool stores along it, and acafes	safe for bikes and pedestrians, we need crossings at more key locations	new George street party		
I used to go to school there 20 years ago! its a good place to meet boys	more boys	boy finding	more boys, their cute	
Much safer to cycle on than new cycle ways on SH1. Shops.	Make it a pedestrian/cycle shared space, with (electric) buses only (could be one way traffic). Delivery vehicles early mornings only.			

The shops and the fact that it is possible to walk down the street in the rain without getting too wet. I love the new Barnes Dance crossings.	I would make George Street for non-motorised transport only. Get rid of the car parks at least, but if there were no cars on George Street, there would be plenty of space for micro parks, picnic areas, public art, play spaces, pop-up markets, etc. Delivery trucks could be permitted only in the early mornings for deliveries. A narrow tram or bus lane could be retained for the proposed free bus loop. The traffic on George Street and in the Octagon is terrible. The cruise ships buses shouldn't be allowed to take up the entire Octagon space (why don't they use the railway station?). The Octagon should be well lit and the current seating and recreational space could be upgraded. This would make the space more attractive for families and tourists. The Art Gallery could consider having an outdoor gallery in the Octagon too.	See above. Micro-parks and picnic areas, pop-up stalls and play spaces instead of cars on George Street. Native trees and grasses, but also urban veggie gardens and fruit trees.	If you want people to stop using their cars so much to get to town, it's got to be easier and cheaper to go there some other way. So long as there exists parking on George Street, people will drive there and the traffic congestion will continue to increase. Be Brave! Get rid of the cars!	
the amount of car parks available to me close to client premises	remove buses and heavy traffic from george st, regulate lime scooters and have designated parking areas for them, increase the amount of car parks at street level.	create more car parks at street level in all areas around the cbd, or at least leave the current vehicle parking alone.	you are only catering for urban city dwellers in making the area more pedestrian friendly, plenty of us rate payers don't live in the cbd, therefore need to use motor vehicles to travel to and from, many business people that visit the cbd to service customers need car parks freely available close by to carry goods and/or service equipment to customer premises. George street has functioned very well for a long time, how about leaving it alone so its business as usual, instead of catering to the few that are in walking distance. taking away more car parking will cripple businesses in the cbd by increasing costs to service them.	
See attachment	Plan for increasing shopping on the street attached.	Plan for increasing foot traffic attached.	Plan attached.	
Great shops within walking distance Barnes Crossing	Short term parking for dropping off/collecting people with limited mobility. Drop off zones for those other than couriers.	Fairy lights all down George Street, especially at Christmas time. Visitors to the city often remark our street is not so "Christmassy" as other citites.	Tram from one end of CBD to the other. More parking areas, possibly another parking building	
All the shops.	Nothing.	Gucci, Footlocker.	Nope.	
Ability to get a park for my mobility challenged parents to go to the bank and shop	More mobility parks		Leave it	
The shops	Pedestrianise it. If traffic flows through to Filleul and Gt King streets are carefully considered there's very little reason to allow general traffic, particularly on the Meridian block. Think Cuba St			
lots of great shops and restaurants	cars move too fast and have too much right of way. make it more pedestrian friendly	pedestrianize on weekends	please invest in block between Hanover and Frederick - decorations etc	
shops, restaurants/café, bars	more shops, more seating, more plants	more events	no	

Convenience of shopping, cafes	Seating by bus stops, it is painful and tiring standing waiting for a bus. I won't be able to continue to use a bus soon More Barns dance pedestrian crossings, much safer for older adults Uneven paving a tripping hazard Restrict cafe/ restaurant outdoor seating, when it rains pedestrians get soaked as they have to walk outside outdoor seating Ban Scooters on footpaths	More music, dance performances in Octagon		
Sushi and Nova & art work like street art	1000 flavour ice cream parlour, pool, skate park, surf shop, hot dog parlour, food trucks.			
The variety of independent shops.	Pedestrianised, more greenery and seating. More street art.	See above.		
not too busy	Get rid of cars. It is a long and boring street. The streets in Wellington are much more interesting to walk on and shop from.	Establish a history trail - identify places of historic interest. Wellington does this very well - Dunedin less so.	There should be a electric tram (modern one probably and not historic trams as in Christchurch which are purely a tourist operation) which runs from Albany street to the Exchange (extension to the Museum and Vogel Street could be planned for the future). To work, there would need to be associated parking near each terminus and at other points between. It would also get people to the Exchange and onto the High Street Cable Car. It would have the benefit of tying the retail area together and facilitate shopping. It would also be a boon for tourists.	
Plenty of retail stores and food outlets to enjoy, you don't have to go very far to find what you need	#NAME?	As a city of literature it would be quite cool to have Lilliput libraries in the city center to foster further sharing of literature and perhaps even public readings of books by Dunedin/NZ authors in some of our green spaces.	Some of the uneven surfaces on the footpaths in George St need to be fixed to allow pedestrians safety. Also George St lacks public toilets for people I haven't noticed a great deal of signage that would direct tourists to these locations, as someone who lives in Dunedin I would know where to go but others might not.	
Separate shops opening onto the street; indoor malls, which are less agreeable, are in the minority.	More of the attractive old buildings should be retained and maintained. Where exterior decorations have become detached or removed these should be restored. Presence of the old buildings constitutes one of the best features of Dunedin and renders it different from most other cities.	No.	It should continue as a shopping area, with perhaps fewer private cars.	
the rustic feel and look of it and the constant flow of people, great variety of stores	more warm lighting at night like the Octagon has. no parking on George but a cycle/longboard/lime lane instead	upper storey student study spaces above cafes etc would be great having a mini study hangout spots - an underground subway/train system!!!	make more strict laws about store signage - one broke and quite literally nearly killed me 2 weeks ago!	
	I really like the outside plaza on Litchfield street in chch (where H&J Smith etc are) and it'd be rad for something similar			
Shops	nicer paving more seating		Please make sure enough parking buildings, especially with the Hospital. People going shopping with kids who live in suburbs can't take a bus	
mcdonalds	more macdonalds	wendys	maccas	

Shops all in one place.	Maybe pedestrianise the part outside the Meridian down to Wall Street.	Seating		
tree scape and matching paving, clean but not sterile, mixture of outlets, many endemic to Dunedin	Pedestrianise around Octagon (bus lane thought the centre). Pedestrianise/shared space of narrow regions, fix pavings and roading surface where uneven, increase nightlife	regular or more often closures for community events	the current streetscape is good, just needs maintenance. Pedestrianisation should not be heavy handed, rather encouraged by reuse of the spaces by community events and alfresco dining etc (gardens etc)	
Good retail hub	Way more native trees and greenery	More al fresco dining and parklets		
Cafes, seating, open space/pavements/street life.	pedestrian friendly street/cyclists, remove cars and buses: delivery vehicles etc only. Art and Trees.	Art, cycling, parking	The current streetscape is very dated, materials very cheap. So much more potential.	
Shops and library	The traffic lights.		Not just George Street but all of Dunedin. Myself and many I speak to are so over the slow phasing of the traffic light system. Its not 1975 anymore DCC, come one, get up to speed with the lights changing better - slows everything down and Dunedin;'s only getting busier - sort it out! Cheers.	
	more famous shops e.g. H&M, Victoria's Secret, Sephora.			
The feeling of shared community space. The architecture. The variety of shops and cafes, the street art.	More green. No cars - pedestrian only. More sculptural art (like Cuba Street in wellington). Something to happen with all the empty upstairs rooms.	More street cafes. More street performance space.	I'm really excited to see Dunedin become a greener, more cultural inclusive and progressive city through our City's design. We could really lead the way.	
How quaint it is. Lots of food places. Very pretty street - especially when there are fairy lights on the trees.	Not sure.	Maybe a parade? Or like a street festival (although I imagine that would annoy the cars)	What do you mean by use? It's a street	
Very convenient place for walking. The vast amount of restaurants etc. Nice pavement design. Barnes dance crossings.	The size of the road. Sometimes buses have difficulties in making turns. Decrease parking on road but add paid parking in storey buildings specifically meant for parking.	Mini playground for children. Public musical instrument for use? Street music?	Use less lighting when shops are closed (reduce energy waste)	
Basically everything on one street.	Traffic lights at 5 way intersection (st David Street & George). More parking (free). More traffic lights. On road parking makes it hard to look for oncoming traffic when entering George Street.			
Shopping	Better parking. More parking. cheaper. Cheaper parking. Longer parking.			
centralized shopping and eateries	better footpaths, general tidy up	no	keep it all central	

Usually the malls where everything is accessible.	If you still allow cars in the centre, put green arrow son right turns. Pedestrians have priority at present and everyone turns on a red light as no time to turn.		You need to make sure you have disabled access if you are trying to get cars out of the centre. Need more parking around the perimeter. Free buses around the centre.	
	traffic safety	consider how this could change traffic flow and daily car flow on people street	if its not broken don't change it	
the range of shops, a sense of belonging and community with others around, vibrancy, warm in the winter	less empty shops, more places to sit and wait for others, (road, footpath, shop front), the surfaces need refreshing regularly	a performance space, and information kiosk, more seating, perhaps a playground	the footpaths/road and shops look tired these should be kept fresh, empty shops are a stigma. it would be handy to have a smaller hardware store in this area L/W Mega stores in South D	
I love the atmosphere, everything within walking distance. The murals around the city.	It would be awesome to have on e day per week where cars can't drive through the middle. it could become more of a hub for eating, socialising families.	Love the buskers, love street food/stalls. would be cool to get a Friday night family theme going?	we like to call ourselves innovative so lets reflect that; in summer an outdoor movie screen in Octagon. A Street food festival. I lived in Japan for many years and loved the festivals. Great for kids and families.	
The shops are great	More cycle lanes, area for lime scooters		No I don't.	
the nice mix of retail/cafes/restaurants	more free parking/more long term parks, more department stores as opposed to name brand stores	light shows at night eg fairy lights	better Christmas deocrations, more Christmas lights, more recreation areas/parks/green spaces, more benches for sitting, more of a general theme/architecture style across the whole length of the street as opposed to just a mish mash of different building types	
shops	no traffic	close the road, add outdoor eating	no	
close the octagon to traffic remove 1980s vintage canopies!				
Being able to get of the bus into town. Not lots of alcohol outlets Wide footpaths (could be wider) Cafes Small restaurants	More parking in buildings with mobility access. People who come to town by car are often with disability - pain - difficulty waling so need to have easy building to use.	We are becoming a tourist hub people come visit for a day and leave. Wide footpaths make it fun to wander. More signs (multi lingual) Bus (free shuttle) paying toilets - information.	Nothing but pedestrians, electric mobility scooter lanes, fewer cars. Read an article years ago that a lot of smaller cities should provide taxi chits rather than bus services.	
shops	remove cars and make a pedestrian section only, no cars, more trees, park benches, fountain, places to sit or study		for the community, not a drive through	
	Youth hub handout area with WiFi and a game rooms for like youth that get really bored	The old buildings need doing up and actual something like shop or a popup shop or library	Need another shopping centre and another kmart	
The new Barnes dance crossings The new bus hib diverting heavy traffic out of the CBD/Octagon	Better short term parking/access for people with disabilities/elderly/less mobility. Cleanliness especially after the weekends, the footpaths can be quite grubby and littered with rubbish		More street art. Something to create some more atmosphere at night - fairy lights?	
Cool local businesses. Nice and clean.	Easier access for the elderly. More parking options. Greener space.	Trams from Octagon up towards Botanical Gardens.	Pedestrian Access is important, but need parking or other transport options	
Kenko, EB Games (mall)	Traffic flow. Make it look cleaner and more modern/sleek.	Clean it.	No.	
The focus on walkability and pedestrian access through mitigative factors, such as Texas scramble intersection crossings, paid parking, reduced speed limits, and widened footpaths.	More planting along the roadside. This would facilitate in providing shade on sunny days, enhance the area's natural amenity value and add character "all for a relatively low cost!	A greater council endorsement of buskers and street performers. Maybe even a schedule of musicians. This would provide a greater sensory experience to the pedestrians walking along the George Street precinct.	A great retail area with a real sense of vibrancy! Truly the heart of Dunedin's CBD with a real sense of potential for the future.	

It is a nice compact street with lots of heritage buildings and a great history of retailing. Can be a bit cold and windy in winter, but so can the rest of the city.	Make the street pedestrian only (or restricted time access eg 4-8am for deliveries) as on days with big events or cruise ships the footpaths are too narrow especially with all the busses speeding along. Still need to allow for parades to use street. Remove all busses to Great King Street and this would link in with the Bus Hub better. Add more sheltered seating and add more low plantings to break up the paving. The current trees are too large now.	Keep open and clear for parades etc but not to open so it causes a wind tunnel and remove traffic from 8am to 8pm or so. The retailers will benefit if the customers linger in a nicely designed street. How many people can park outside their shops in the street now? Not many. Compensation for disruption may be needed for them.	Please look at the amazing design of Queen street in Richmond, Nelson that the Tasman District Council has recently completed for the same reasons that George St needs to be done, underground services and flooding. The locals, including my Parents, love the finished product. Also look at Emerson St in Napier that was done about 20 years ago. The only have the street open in the early morning for deliveries and it has a similar width to George St.	
Availability of services. Friendly people. Efficient convenient bus service.	No car access on George Street - buses and service vehicles only. No lime scooters. No skateboards. Good signage and monitoring.	More public seating.		
It's compact and attractive.	More trees. Less buses.	Keep more malls out - everywhere else has malls, boutiques are what makes us.		
Low speed limit, pedestrians can cross easily. Density of shops/cafes, all in one spot. 1 hour free parking in Meridian/Golden Centre. Trees lining the street.	Pedestrian only section (here you could have art/sculptures, street performances, night market, greenery)	see above		
	Native trees flaxes, southern rata, Chatham island kowhai a smaller version that flowers in winter, Manuka etc anything that will bring in native birds. you look down George street in the winter all you see is dead trees, it looks like a concrete jungle.	Yep what I said above	Above	
We have received very positive feedback re the Barnes Dance Pedestrian crossings	That the areas is fully accessible	Pocket parks, sheltered spaces to sit and rest, areas that people who do not like crowds can withdraw to for quiet time " however these must be safe and also visible. This will allow parents to have a break. Places for children of all ages to play/ some games (that can't be stolen)	CCS Disability Action supports the vision of the CCP, the adoption of design principals, the focus on people and acknowledges the recognition that many challenges are faced by vulnerable pedestrians. We acknowledge that the council has gone to considerable effort to consult with the Disabled Community and consider that this will inform the plan. This plan has the potential to make Dunedin an inclusive city and a local and national leader, in the field of accessibility . However for it to be successful Council must adhere to the principles and ensure that all of the developments are adequately resourced and funded	
The street is narrow enough to cross easily and have atmosphere (unlike Invercargill's streets for example). The old buildings that have been renewed (although you don't notice them as much because of the balconies).	I would like to see more native plantings (bee- and bird-friendly is important) and green spaces, living walls. More public art, murals, sculptures etc Very important to have a play area for children as there is currently nothing. More outdoor seating, parklets.	No	I would like to see cars phased out from Moray Place (South) to Frederick St. Only QUIET, buses, bikes, electric scooters, granny scooters and pedestrians. Speed limit 30.	

the space within the Octagon and the cafes and bars.	to get rid of the cars, if not all the motor traffic. The centre needs to be pedestrianised. I've heard that certain shop owners feel that pedestrianisation would lead to a loss in revenue, but, research - let alone commonsense - shows that the opposite is true (e.g., http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf). One only has to observe European cities to see the benefits. Pedestrianising the centre of Dunedin would open up the city in so many ways and would show it to be serious in its attempts to be greener, e.g., leading to a decrease in air pollution, and would also lessen noise pollution and road traffic accidents.	Pedestrianising the city centre would provide the space for a range of community activities and street markets, and would allow cafes and restaurants to increase their outside seating.		
I love the barns dance crossings, makes more sense than traditional lights or zebra crossings, and makes it quicker to move from one end of George Street to the other. There are some spaces to sit down such as benches and there are some trees. The traffic maximum speed limit is good. There are a variety of shops and businesses as well as eateries. Mostly it is well looked after and well maintained.	I would like to see no through traffic except commercial vehicles delivering. Too many cars seem to just drive/cruise up and down, pedestrians using the courtesy crossing at the Meridian are still dodging moving vehicles and it is not safe for disabled people or parents with prams and pushchairs. There is very little parking on George Street so I don't get the argument that retailers would lose custom. I do not park in central city when I am shopping and socialising. There are real benefits to citizens wellbeing to have a pedestrian space with more seating and more trees and plants.	I would like to see more art incorporated into our city - we have wonderful street art on buildings and I would like to see more sculpture and water features. This would go a long way to reducing carbon footprint and making our inner city more about people rather than just business.	Encourage landlords to look after their property - eg old Subway on George Street, the facade is untidy and paint is coming off. Use spaces which cannot be tenanted longer term for art displays and markets. This was done in the old National Bank on corner of Hanover and George Street over Christmas and was great. Create links between the new hospital and the medical school by ensuring that pedestrian ways are signposted and well maintained.	
its compactness	no cars, or parking from Moray Place to Hanover Street, but adequate in fact generous parking buildings need to be provided with easy access to the area	if seating is to be provided please consider making it higher than what is currently there and preferably sheltered	perhaps an interesting water feature	
Trees, variety of shopping, convenient bus stops	more seating, facing the bus coming down the street. More mobility parking - in every block. use the existing bus stops next to the Octagon when the hub opens.		Do not pedestrianise it until after the new hospital is built - car traffic will need to avoid the one way system during this time.	
Given that we have intersections - the Barnes dance is great. Compact, lots of eateries/bars in a small area	Make as a pedestrian mall. Could have trams running Princes Street - George street and back for elderly and disabled.	Buskers Street fairs - non touristy as a priority		
atmosphere	less empty shops reduce rent	light it up	have people dressed up. change period dress extra. ps - think need to focus on homeless and south south Dunedin where needed	
It operates like a "high street" with all the shops alongside.	Greenery - places to meet. Better pedestrian access/friendly. To utilise the shops/highstreet better.	Like Cuba Street wellington	More cultural elements; Maori/Scottish. Enhance Dunedin as walk able city.	
I really love the old buildings and the heritage feel	the street should be pedestrianized and follow more of a European style central city to make it more pleasant for pedestrians	I think a fold up and down stage, seating, night markets would be great	redesign is a great idea, make it a pedestrian, it would bring so much more culture and vibrance	
burger king	ama	get public toilets outside George street		
centralized shops	traffic, a nightmare to take the car there			
shops, cafes and bars			I like being able to catch a bus home on George St. the new pedestrian crossings (barnes dances) are excellent! there is much less conflict between traffic and pedestrians. I also drive to town some days. keep the buses on George Street. maybe a free bus from the town centre	
different stores and cafes	more pedestrian area more shopping	more seating areas for people		

The variety of shops in a short distance	more close parking			
Old style shop fronts, real heritage, lots of high density shops and restaurants.	More pedestrian friendly e.g. zebra crossings, plantings, flower baskets enhance and protect heritage buildings. Slow traffic. Remove buses.	It doesn't need "new activities" its a commercial street.	Could be pedestrianised in busy times - e.g. summer/cruise ship days. But a bit dead if closed to traffic always some sort of traffic calming might be best to compromise. Madness to have so many buses with so many bus stops on George Street.	
scenery, location, central and close to everything.	Pedestrian only.	Sports stuff - basketball court. Big chess game. Volleyball. Great reason to go and spend time there for young people. Solar powered tables to charge phone etc.	If the pedestrian only thing works occasional street signs would be awesome. Make it a community place.	
The traffic lights cycle through relatively quickly (except for that 5 way on Frederick street that's a f**** nightmare) Also I see nothing here resembling a dotted line (?).	Close to heavy traffic. Also make it easier for cars to turn right at intersections.	Nope.		
The mix of people. The human scale.	Pedestrianise. At least from St Andrews ideally further. Bus priority in non-pedestrianised areas, maybe no through traffic at all.	Pedestrianisation opens up new street uses including making it greener for improved ambience.		
Visiting book stores, walking around, heritage precinct, spending time with people.	Minimise car access, have more areas which are all weather. More sophisticated design.	More green space/better designed green space. More space for families	Landscape Design competition	
Not a lot at the moment	Remove cars - thereâ€™s no need.	Pedestrianisation - a wider thoroughfare would be able to accomodate planters, more cafÃ©s, and seating areas.	Potentially for a tramlines	
	Pedestrianise it from Frederick St across The Octagon to Moray Place in Princes Street, and all within Moray Place. Start a free electric bus travelling back and forth	as above	as above	
The variety of shops and cafes; the lack of fast food and big box stores; the scale of it; the people and community; the bustling nature of it.	Create an attractive, sophisticated, and vibrant mixed-use street environment that gives priority to the people walking along George Street. This would involve shifting George street to a one way with angled parking or eliminating cars entirely except for delivery vehicles, installing pavers across the street and footpaths to indicate shared usage, and create pockets of sitting areas throughout the street with extensive plantings and trees. I would like the quality of the upgrade (pavers, greenery, design plan) to be to an international standard and quality (equivalent or better than the Warehouse precinct, and much higher grade than the new bus depot). Make George Street an attractive and inviting place to walk, shop, and promenade, including improving the soundscape of George Street, which is currently too loud and unpleasant.	I am providing feedback as a commercial building owner in the 400 block of the George Street Retail Precinct. Currently our block has extremely high foot traffic and an increasing number of cafÃ©s, but the street prioritises cars and buses over people, is very loud, is cut off from the rest of George street by an extremely long 5-way intersection, and there is very little by way of amenity in terms of places to rest, people-watch, cafe seating, etc. Suggested improvements: Pedestrianise the block or create a clear shared space to prioritise walkers over drivers. Prioritise the growing â€œcafÃ© cultureâ€ of our 400-George Street block by providing spaces for cafes to have outdoor seating. The eastern block is a sunny place with numerous thriving daytime cafes. It would be nice for the block to distinguish itself by prioritising space in front of the buildings for seating. For example, in front of Caperâ€™s cafe, we would like there to be space to accommodate outdoor tables and chairs. To gain space, change the 400 George Street block to a one-way street. If combined with traffic calming (paving streets), this would provide more space for pedestrian amenities and a more peaceful block. Consider angled carparks on one side. Address the safety, simplify, and reduce the wait times for the five-way intersection at George, Frederick, London and Pitt. This is a challenging intersection that warrants some attention in terms of urban planning. It would be great if the council could think of ways to reduce wait times by simplifying this busy and complex intersection. For example, changing George Street to one way from north to south could shorten wait times because the light would only need to cycle from George (one way), to Fredrick, to London, to Pitt rather than having to cycle from George North, to George South, to Fredrick, to London, to Pitt. Alternatively, changing George Street to one way from south to north would shorten wait times considerably because the light would only need to cycle from Frederick [turning left, straight or right], to London, to Pitt. Get the buses off our street (or minimise them). It is important that our block benefit from redirected bus routes off George Street. I have concerns about noise from idling buses on our street (due to extremely long wait times from the five-way intersection) which negatively affects pedestrians, business owners, and residents (https://en.wikipedia.org/wiki/Health_effects_from_noise). If buses are planned for our block, it would be great to reduce their number and impact by improving the quality of the buses (electric? natural gas?), widening the footpaths to create more acoustic space between the buses and pedestrians, and providing more inner city green spaces to reduce annoyance (https://www.sciencedirect.com/science/article/pii/S0169204607000722)	I am excited for these changes and hope they will be of high standard. Let's make George Street a beautiful destination to shop, eat, rest, and mingle.	

Very pleasant coffee shops. Barnes dance crossings.	No cars in George Street, commercial vehicles only, too much congestion in street	George Street is active enough - let commercial businesses delivery	Don't put any bike lanes in George Street	
still has parking!	nothing street works well as it. train would be good from mosgiel and port chalmers	get rid of lime scooters	leave parking alone!	
the shops	the noise level	ramps	no	
Pedestrian crossing diagonally. Small roads you can get used to.	Development has its draw backs. Construction is an issue, machinery, temporary missing streets/roads/buildings		? George Street. One of main street of Dunedin Central.	
Nothing currently is appealing about George street other than a lot of shops	Parking and access, I manage the Noel Leeming store. I have pretty good insight into what's wrong parking and access. I agree with pedestrianised George street but you need to make a parking building. We should not have to rely on company parking (private company) for retail shops there should be a council funded car park. I currently rent a park monthly from dcc the town one and if I didn't have my swipe card I would not be able to get into it daily. With the horrendous rents that land lords charge I can imagine more and more businesses moving from George street, soon it will be a ghost town if you don't do something. Only the malls will exist and all other shops will disappear. You keep taking parking from around town but don't put more back in.	Parking	Parking	
The trees, wide footpaths	The cobblestone footpaths are very uneven in places - this has been more noticeable for me since having a bad knee and having to take care when walking. How do the elderly cope with this?	No traffic on George Street between Moray Place and Hanover Street, have more seating in the sun, umbrellas, more plantings, maybe a covered clear awning type roof over part of George Street. But definitely get rid of the smelly, noisy and dangerous traffic please!	Council is doing a good job.	
sometimes the vibrancy especially when students are here. the well presented shops which are painted and look inviting	empty shops, maybe the shop fronts and stage artists works	close off a block for street concerts and theatre, dancing and celebration of cultures	no empty shops/ offices etc. it looks sad and a declining kind of image. celebrate the cultures of Dunedin (see #6) - make it free	

The fact that you could run nearly all of your errands at or near George Street. There are many possibilities for entertainment; whether or not you have money.	Maybe transform the mall block into a shared pedestrian zone. Get rid of the overly complacent Mayor currently running the city.	Yes - do something to mitigate homelessness and poverty so our beautiful street is not tarnished by those who slipped through the cracks in society. Same with the degenerates who spend their days hanging out at McDonalds.	Focus on the needs of the many, not of the few. These impoverished people are Kiwi's just like us, in fact they are far more familiar with George Street than I could admit to.	
Close to work.	Free 2 hour parking - like they have in the similar sized shopping districts in Melbourne.	More greenery, no cars (like Glasgow's main shopping street) and better Christmas decorations.	Allow retail to move closer to the suburbs like in every other city. Stop condensing retail into the CBD and allow people to shop where there is better parking i.e. malls with free parking. I have no interest in travelling into the CBD to shops unless I can walk when at work.	
Centralisation of retail.	For the size of Dunedin do we need 3 mall environments? Better to have independent shops so street isn't full of empty "for lease" shops.	Close to traffic from Octagon to Frederick street.		
The Golden Centre.	Nothing.	No	No	
I have to say is the simplicity of the whole road. There is variety without being too over the top. Love the old buildings in between the new but would hate the old to disappear.	Please leave it as authentic as it is. We have such beautiful buildings and it's a lovely stroll along our main st, I would only suggest blocking off from Frederick st to the exchange so pedestrians only or putting the tram through for a treat to visitors	A rail tram or trolley bus to go between Frederick st and Exchange,	I would hope that at some stage the Council will take a look at the roots of the trees that are sometimes making the pavement uneven, just so our elderly residents are not subject to tripping over them,	
Friendly vendors. Shelter from the rain.	I think any improvements will not be worth spending money on.	Food pick-up system - for leftover food from restaurants, shops, and cafes to be picked up and delivered to the shelter(s).		
Variety of food outlets	Pedestrianise it North of the octagon and also the central octagon carriageway. Reduce parking or remove entirely, concentrate parking in outlying areas (eg near train station, in south Dunedin, Mosgiel etc) and encourage people to walk from car park or park-and-ride (use car park in suburbs and get on bus or bike into town)			
My school is on that Street	Nothing	No way	No	
Nothing in particular, it is just a busy street.	Close it to vehicles, put in more seating, plant trees and make more green space, have a children's play area.	Busking Street Performances Places to sit and chat Covered areas suitable for all weather	It needs to be: Vibrant Distinctive Accessible Green Queen Street in Brisbane is a good example of this. Need good signage for visitors.	
Variety of shops close together within walking distance	It is too noisy, not an area just to go for a stroll and window shopping, make it a pedestrian zone with cyclists allowed in the middle of the street and taxis, drop off zones for deliveries and people with disabilities.		resting areas, maybe cafes, bring back the tram, make lane ways accessible for the public with nice cafes or restaurants or places to sit and rest. Attached a few photos of areas in Zurich. Bahnhofstrasse main shopping street, pedestrian area and only accessible for deliveries, taxis, tram. one of the main tram hubs in the middle of Zurich and banking area. Friedhof Garden is a place in an old industrial area. In summer there food stalls and bars, green areas where people can hang out. There is also an area where people have a public garden to grow vegetables.	

Compact area with many varieties of shop and eateries, although many of the larger shops have moved out.	It is a business , shopping area so doesn't need a lot of extra changes to that focus	Don't clutter the footpath with activities.	<p>nuisance. Ban the lime scooters - also a nuisance. To make the area a good experience for walkers, the footpaths must be free of obstructions.</p> <p>While paving may look nice, it is a mobility issue for many people, so consider old fashioned asphalt as a good alternative.</p> <p>Table and chairs are fine if the footpath is wide where the current protrusions exist, but not good where it is not.</p> <p>The recent changes to the one way street seem to have forced more cars back onto George Street, as the one ways now grind to a halt far too often. The return of the one way streets to the fast through town route, that they used to be (prior to the cycle way), is an imperative to reducing the traffic on George Street.</p> <p>PLEASE PLEASE remember that not everyone travels by foot, cycle or bus. Many need to use a car as it is the only viable alternative for them, so plan accordingly, with good traffic flow, and put some car parking in - all that has happened lately is parking is going, and it is killing the centre of town!</p>	
The food outlets - cafes etc. The retail shopping. Everything is in the one place.	I would like to see more greenery in the central city i.e. Plant Life, nature features - for improved well being when visiting the city.	Designated area for buskers/live performers?	No - please just add more plant life. The city could do with it.	
	Make the Octagon pedestrian only - like Cuba Street in wellington. This will make it more of a social space, free of the chaos of traffic.	Pop up art exhibitions - utilise vacant space on George Street for Cultural events/gigs/art exhibitions.	More public leisure outdoor space.	
Its central with most shops and eateries.	Nil cars.	Nil cars.		
Wonderful atmosphere and variety of shops.	More accessible parking at more reasonable rates.			
The four way crossing system	needs better road crossings in the space in front of the street entrances to the Meridian.	Interactive art.	na	
Central city space. Character and cafes, but not traffic. Unique boutique type shops. Second hand stores.	More walkable/bikeable. Highlight Heritage. More trees outside cafe facilities.	Large outdoor board games, draughts, chess, snakes and ladders, Hop Scotch, Four Square.	Find the centre is much improved when closed off for events - this should be the norm.	
Sushi and Nova Donuts, library.	Skate park would make it cool.	Skate park, wave pool, ice cream parlour, pool, surf shop, dominoes, pizza, cultural centre.	Yeah it is awesome keep it up	
The trees. The 4 way barn dance crossings. The old buildings facades and stained glass windows i.e. Penroses and Plume.	Reduce traffic and increase pedestrianisation. Nice places to sit and eat outside. Get rid of the very noisy buses (esp outside Jizo).	I'd love to see trams on George Street, I think it would be very cool. Wider footpaths and less parking.	Trams. Bring them back please.	
The line of shops and food places. It is compact and walkable. It is the central artery of Dunedin.	More trees. Larger footpaths with outdoor cafe seating. Retentions of heritage values with more apartments.	Wildflower gardens. Public art and sculptures. Less cars.	The DCC is great and the people inside are doing great work.	

	Less traffic. Fewer empty shops.		Easter 2018 was a wonderful experience in the Octagon - it would be great to see the CBD extending to George Street shopping area without traffic and more outdoor seating/eating areas.	
Shops, Barnes dance crossings.	Pedestrianise the main shopping section. Beautify with trees and paved ground.	Cafes with outdoor seating. Street performances. Low fenced children's play area with parent seating.	Better parents room available - perhaps in one of the malls.	
Having centre of city on one street. Amenities: i.e. library and art gallery close together. events that happen periodically - keeps things different and interesting.	Remove all cars. Should be pedestrian only precinct.			
A central location to meet others in. Could be thought of as an identity marker for the city (improvements could make it even better). Gallery/cathedral/central hub/vegetation. An area with a lot of potential.	Make the Octagon pedestrian only. Improve the green space/planted areas. Add more seating. Consider ways to improve cultural social amenities (e.g. an interactive art piece).	Those mentioned above: improving the green space (add more plants, potentially, edible ones, native plants etc) to enhance aesthetics and biodiversity. The design could be modelled on the Otago Polytechnic garden outside the Hub. More bench seating would be great (e.g. the new seating arrangements at the end of Great King Street near the old Cook hotel could be a model.)	I would suggest collaborating with a variety of parties: the Otago Polytechnic, the University and the Botanic Gardens to investigate innovative ways of enhancing the Octagon Space in terms of cultural, artistic, social and environmental amenities. Other suggestions: an interactive public art piece, an art tardis (or two) for small, frequently rotated exhibits.	
The cool vibes and shops.	Less puke smell.	More food spots.	Nope.	
The trees along the street.	clean up empty shops.		Must keep the character of the street and preserve the old buildings.	
its a straight flat street	traffic uncool, footpath narrower	go karts, laser tag, colour run, beer run	block off street once and twice a year for a beer run	
The trees, beautiful old buildings, the fact that it provides a direct physical link from north end of town (university, hospital) to the octagon and its amenities	Too many cars and buses - remove them as much as possible, vehicular pollution needs to go, difficult to bike down, lots of waiting at lights to cross when walking - remove cars and buses and pedestrian and cycle movement would be improved, very difficult to park bikes - increase bike parking and stands, almost nowhere to sit outside easily - create more space for sitting especially green spaces, this would allow people to meet and congregate more easily. No linkage for bikes to get from George street to existing cycle infrastructure - create perpendicular linking cycle ways from george street to the new one way cycle lanes.	A mini skate park! Seriously! It would bring young people into the heart of the city. My experience of skate parks are they are positive and vibrant. Street art and installations. A busking/entertainer zone. More green space	George street can be brutally cold when a southerly is blowing up it. I have learned that if you can find a place out of the wind and facing the sun Dunedin can be very pleasant on a cold day. Therefore the green spaces and seated areas need to face north (facing the midday sun) with shelter to the prevailing colder southerly winds.	
The footpaths are a great place for brief, unplanned and interesting conversations with friends, acquaintances and total strangers. Shop windows and cafes are inviting and interesting.	It's too hard to cross the road safely, and with e-scooters taking over our footpaths it's no longer safe on footpaths either. Pedestrianise George street. Exclude wheeled vehicles (motor vehicles, bicycles, scooters etc). Allow only emergency vehicles, slow moving mobility devices for people who can't walk, slow moving electric or human powered rickshaws (for people who need a lift to or from a bus stop) and slow moving buses along a narrow central carriageway.	We need pleasant places to sit with shelter from rain and sun, more trees and other plants, and a variety of buskers, puppet shows etc.	Proposed bus loop design attached. In this design buses run in both directions between the gardens and Cargills Corner along Princes and George Streets, and return to the starting point via the one-way system. This design offers motorists plenty of parking options close to a convenient bus stop for a ride to George & Princes Sts, and a quick ride back to the car via the one-way system. Buses should run every 10 to 15 minutes in both directions. We also need a law change to put a single local authority in charge of transport. That would allow transport decision makers to weigh our long-term need for better public transport and safe convenient pedestrian crossings, against the short-term demands of motorists for more parking spaces.	

the heritage buildings, the possibilities of developing laneways, street trees, developing more residential accommodation above retail, possibilities of rooftop gardens and creative use of rooftops	Colour design so brand colours such as Noel Leeming and ASB yellows do not dominate - instead a George St Heritage Design guide - also actual overall colour - not too white and too grey - or painting of heritage features - or too much street art on walls- city already has too much of same kind of street art - need more diverse public art work - liveable residential usage for families, different age groups - not trashed out inner city student accommodation with poor maintenance of accommodation, broken glass and rubbish everywhere and uncontrolled foul behaviour making city unliveable for the majority and a diverse residential community of all ages - housing for everyone so sleeping rough on street is not a preferred option nor a necessity	quality fruit, vegetable and flower shops in addition to basic convenience shops with easy access to poor quality food and drinks, approved street busking and performance, scope for pop up / temporary / seasonal venues (eateries, cafes, bars) in laneways or on footpath	Attention to be paid to lighting, colour and mobility - and needs of people with disabilities of all kinds Places to sit and meet friends without needing to buy food to be able to use seating	
It is vibrant and colourful, although there a number of empty shops.	I would like to see George Street pedestrianised as soon as possible, initially within the boundaries of Moray Place including the Octagon and Upper and Lower Stuart Street. A second phase would involve pedestrianisation southwards from Frederick Street along George Street. Something should be done urgently to improve the London Street- Pitt Street- Frederick Street junction. It is undoubtedly the worst junction in the central city for both pedestrians and vehicles. Please investigate alternative strategies for improving this junction.	More seating and vegetation. A proper pedestrian crossing is needed to the Meridian Mall and also to the Centre City Mall. Pedestrians feel unsafe with the current 'permissive' crossings where vehicles have the right of way.	Pedestrianisation should happen as soon as possible. Let us get on with making it a safer and more pleasant environment for pedestrians. Hopefully Meridian Mall can provide adequate parking for visitors, whilst others will hopefully use the upgraded bus services.	
Vibrant fashion/food/cafe hub at the north end. Albion Lane pedestrian alley + busking area.	Reduce traffic to a minimum or ideally close the street entirely to traffic. Lots of seating, paving, planting & greenery, spaces for play, public art. Happy to have vehicle access for public transport, food trucks/vendors, and access as needed. Please note that I do not object to buses through these shared traffic zones "I'd prefer the odd bus, full of people, to all manner of individuals in private cars.	More busking spots, maybe make the Octagon "stage" areas more of a regular performance space.	It's very narrow, there's really very little benefit to allowing private cars to use as a thoroughfare.	
Being able to drive along it.	Add more on-street car parking by removing built-out areas and making full use of the unused bus stops for parking. Reduce congestion along George St by removing the Barnes Dance traffic light system.	You seem to have some twisted ideas about the purpose of George St. Because it is a street, we expect it to cater for cars on the road-way and pedestrians on the footpaths. I hope you are aware of several pedestrian deaths in Wellington, in places where the council has deliberately blurred the boundary between the road-way and pedestrian areas, so as to confuse pedestrians and encourage them to walk in front of buses. No new activities are needed on George St.	You are being dishonest to submitters because it is clear from your old (2013) planning documents that you have already decided that George St will be a car-less zone, in accordance with your New Green Dream. You need to adjust your extremist viewpoints to have respect for the practical realities of life for a normal mother, shopper, office worker, student and other users of the CBD. You are a bunch of freaks and it's you that need to change, not us. Just as with your 2008 parking fiasco, there will be additional damage to your reputation because of this and also to those Councillors that support these changes. Please abandon the Central City Plan.	

George Street is close to home (from where I live, anyway), cinemas, public facilities (DPAG, ToiTu, Public Library). It is compact and walkable. Most shopping destinations are within a few blocks. It good sun (West side in the morning, East side in the afternoon). Footpaths are protected from the rain.	I would like to see fewer and slower cars (if any). No Busses. Wider footpaths. More seating and places to meet people outside.	The street should be more of a destination in and of itself with appropriate seating. The alleyways and parking lots behind the buildings are underutilised and could be put to better use. The Pocket Park at Great King Street near Albany Street is an excellent initiative as it provides outdoor seating and some greenery. I would like to see at least one of these in each of the four blocks of George Street that are part of the redevelopment.	We should think of the central city streets as exterior public spaces that function like public squares for a variety of activities and as flexible performance spaces for all sorts of creative experiments and presentations. Streets should be much more than spaces to travel through. They should be desirable destinations where we can encounter other people in environments that support sociability (appropriate street furniture, things to see, experience and participate in). A street should be a verb, not a noun. They should be pedestrian-friendly places where things happen, places that are alive, constantly changing, highly social and full of surprise and delight. Our central streets should express what we value as a city and who we are as people with all our commonality, differences and diversity.	
	-Pedestrianise (or a shared space treatment e.g. O'Connell Street, Auckland) section currently being consulted as far North as Frederick St (ideal) or St Andrew St. There actually does seem to be quite a bit of support for this based on the interactive web map. -An overall increase in pedestrian etc. amenity in the city centre area		Reading the documents for this consultation and the Central City Plan document makes it seem like you're on the track if (and this is a very important if) you (the DCC) actually do what you say you want to do. There are so many areas where you have good ideas (and even the indicative designs you give are quite good) - however I wouldn't be surprised if the final result only partially fulfills some of your own stated goals. An example of a potential cause of this is someone in the transport team complaining about the effects of projected traffic growth on traffic LOS - despite the CCP wanting to reduce traffic (and traffic LOS), the point of which being to improve pedestrian, PT etc LOS.	
the heritage facades, the intimacy of the scale of buildings, the bustle on the footpaths	Fewer empty shop fronts. Abolishing the riding of wheeled recreational devices on the the footpaths. Getting rid of the touting for trade of rental wheeled recreational devices. I would support disallowing vehicle crossings of the footpaths in George St. Too many drivers assume they have the right of way over pedestrians.		I support reducing to the point of abolishing commuter parking in the CBD. But I would be sorry to see customers of retail or hospitality businesses or clients of inner city services, public or private, unable to park their cars for short hour-long spells on George St. Bus services can't always offer a good alternative to short trips to the city centre in the way that they can for long stays such as required by commuters. I also worry that a year-long, or longer period during which the streets are being reorganised will create an unpleasant experience for such a long period that people will stop using George St and find alternatives. Having found alternatives, they might be slow to return. I found the street works around the New World supermarket so disrupting that over summer I began driving all the way to Pak'n'Save and haven't yet returned to the New World for much except visits on foot to buy deli items and coffee.	
Shops, cafes.	Close Octagon to traffic	More seating.	Remove car parking in central Octagon and fill in road in central Octagon, re-grass.	
Everything for shopping needs is around.	Make it pedestrian only so that its a nice place for people to be.	no	get rid of vehicles on it	

Variety of independent shops	Pedestrianise the street. More seating and Street trees, restore heritage facades of buildings	Tram or free bus, free bikes eg Boris bikes in London		
going town	cake	bike ride bike stand		
its use as a bus transport corridor	Raise bus stop kerbs to be similar to bus floor height to improve accessibility. Eliminate any kerbside obstructions alongside bus stops. Provide good seating and shelter at all bus stops.	Install bus detection equipment on all approaches to traffic signals so that the green phase is held until any approaching bus has passed the traffic signal.		
<p>* The recent installation of Barnes Dance crossings have made those intersections much safer for pedestrians.</p> <p>* It is a relatively compact central area with the majority of retailer frontages well maintained and attractive, whilst still managing to maintain aspects of our city heritage and history.</p> <p>* The pavements are reasonably wide and building awnings provide shelter in wet weather.</p> <p>* The small attempt to include greenery and vegetation in the streetscape.</p>	<p>While buses will soon be re-routed to the new bus hub once that becomes operational (and therefore removing some of the heavier traffic using George Street), the DCC could build on the recent momentum and success of the Railway Station pedestrianisation trial and remove all vehicles from this part of George Street, creating a safe pedestrian-only space similar to Wellington's Cuba Street. In doing so, appropriate access for those with mobility issues, business deliveries & supplies and emergency services would need to be accommodated within the design. The current experience can involve waiting for long streams of vehicles to pass and inhaling unpleasant exhaust fumes. Pedestrianisation increases the environmental appeal, encouraging people to spend more time in the area as well as engaging in active forms of transport and physical movement (e.g. walking and cycling), widely recognised for a multitude of associated important health, environmental and sustainability benefits.</p> <p>* Implement this area as a designated smoke- & vape-free space (following the lead of the Invercargill City Council as an example), helping to progress the Government backed goal of a Smoke-free Aotearoa by 2025. Associated benefits of doing so include reducing second hand smoke exposure, reducing cues to smoke for those who have, or are trying to, quit, whilst also helping to support the normalisation of smoke-free as</p>	<p>* Creation of an area where musicians, buskers and artists could perform (with appropriate permissions).</p> <p>* Space for pop-up or permanent street games/activities e.g. noughts and crosses, chess, snakes & ladders.</p>	<p>Many of the above suggestions are dependent on an overall vision of a health-promoting pedestrianised (walking and cycling-friendly) central city space that works towards the greater goal of transforming our city into an active, healthy and sustainable place to live, learn, work and play.</p>	
The Barnes Dance crossings - something great for pedestrians at last. See lots of diverse people there, particularly sitting outside cafes giving vibrancy. A variety of shops - including boutique ones.	Basically just do what most cities in the world have done and get cars out of the main street. It's hardly revolutionary or unusual. All the research indicates that retail spending improves with more foot and cycle traffic.	Not much new to do - just get the best of what the rest of the world has already done. Focus on being green, seating, play for kids (big and small), art works, speed limit for bikes and scooters, provide those new sit down scooter mobility things for people who can't walk far - they should still be able to feel part of the community. Ignore lazy, moaning, car-attached wowzers!	Be creative, be bold, no half hearted measures. Either do it or don't do it! But really, JUST DO IT!!!	
relatively condensed/intense retail space, all shops within walking distance	Remove all traffic, or as much as possible. Private cars don't need to be there (there are multiple other alternative parallel and cross routes to almost all destinations), and the number of parking spaces are minimal compared to the total city centre stock (a few accessible spaces could be retained in select locations). There are also very few accesses off the street. Bus services don't need to be there either (or certainly the western end), although new bus hub will deal with that. Servicing still required for frontage properties without rear access, but this can be dealt with by allowing access at certain controlled times in the pedestrian (or shared) space. So much like everywhere else in the world, which seems to cope...	Some pop-up events (and trials?) would be useful to demonstrate to retailers that the changes should actually benefit in terms of trade (increased footfall, increased time spent by people in the space), and not lose out due to a perceived loss of parking. There are a few international studies that show such outcomes, and the rest of the world is taking this approach.	Converting George Street (and particularly the section between The Octagon and Frederick Street) to a pedestrian/shared/limited vehicle access space would allow much more space for pedestrians (the biggest current user of the space for most of the day) and enhance the businesses, particularly the food retail/cafe sector, which could use the extra space outside the premises for seating. Also having limited traffic on this north-south route would free up capacity for the (many) east-west routes, so should actually improve vehicle circulation and direct access to parking areas/properties, rather than the current situation where traffic circulates continuously, with a greater number of conflicts	

shopping, people watching, ease of access	more parking, this is an old age town and oldies do not cycle or scoot	more parking, the bus service is appalling	more parking, some destinations like Wanganui baskets etc. some seating, ban scooters from the footpath	
	pedestrianize-cars not needed trees and plants seating cafes in street like europe	bike rentals like lime scooters night markets celebration events eg Chinese lantern festivals		
Majority of Shopping is all in one street. Lots of cafes and bars	Close the street down from octagon to knox church to cars. Make it like a Cuba street type place in Wellington. Have a iconic statue or artwork (like the buckets in Cuba) and allow all restaurants to spill out into the street more. all sorts of events could be held there.Â Make sure thereâ€™s decent lighting and replace pavement with something pretty and less of a trip hazard.Â	Vibrant outdoor musical events,Â	Make it the heart of the city with octagon included. Â Get rid of parking but build a few more multi story parking buildings nearby to accommodate this.Â	
It is compact but contains nearly every shop I need to go to. It also contains a good number of well-designed bike stands.	The main retail part of George Street should become a shared space, with pedestrians, cyclists and motorists having equal priority. The block from St Andrew to Hanover Streets would be a good candidate for pedestrianisation.			
Being able to park near to where I'm going	The quality of the footpath. Get rid of bricks that end up sinking and up and down and just lay asphalt.		My fear is that there's going to be an emphasis on stopping vehicle access. This will mean many people with disabilities will in effect be locked out of this area. Due to arthritis and a current knee injury, I cannot walk a block, I know I'm not the only one with similar mobility issues. And pavers usually seems to end up with an uneven surface and tripping hazards.	
			what are we going to do with the rubbish - no landfill anymore	
people friendly	close to traffic	close to traffic	octagon close to traffic	
	no more empty shops!!	open green public spaces, market spaces (weekends) event area/stage		
wandering the shops, stopping at cafes	- get rid of traffic (most/all?) just limes, bikes and cycles - make it easier to cross road - have more outdoor seated area not just park benches - less traffic/pollution - make it easy to walk thru to bus hub from George St, bath st, moray place ie laneways	- outdoor cafe/bar in evenings (summer) - food trucks - get more laneways bars/cafes	need to tidy some areas, more under balcony lighting - gets dingy around block where whitcoulls is - empty shops dont help	
shopping	bigger car park	more shops, less expensive		
	remove cars, retain buses, make more pedestrian and cycle friendly, eg cycle lanes on George			
the shops and options for food	traffic lights, traffic builds up	no	no	

30km speed limit makes it safer for cycling along. quite vibrant and great to see electric scooters	ban parking except for loading zones, buses, electric golf cart type of cars - this will probably need central government to allow them to go across the state highway at intersections and probably for general use on roads		city needs to get more on board with personal mobility devices apart from private car. needs to get central government to allow golf cart type vehicles on streets. they do not need to be built to withstand a head on smash at 100km/hr. E scooters are a great step forward	
food restaurants	less tourists and less traffic	remove lime scooters	why are you messing up are roads?	
2 way traffic	need more parking at st clair	playgrounds need improving	downsize the council	
	traffic free, more trees, sitting and green areas, nice paving		same as above	
	stop with cycle lanes			
trees, the octagon, churches	losing the cars!	no cars, more food trucks, and more public art		
accessible shops and banking	less traffic - cars especially	art pop up, busking and music	no. thankyou for the clear document and the ease of giving feedback	
nice and clean most of the time	remove scooters that clutter up and slow people			

- fairly compact - range of shops - some older facades maintained	- London St/George St intersection very awkward - make intersections standard with Barnes dance crossings	#NAME?	keep it an activity hub with charm - no glass slabs of buildings	
1 - the new traffic lights and diagonal crossing 2 - variety of different foods that are available 3 - shops 4 - businesses	- more space for dining eg tables outside to eat and drink - more events, the parades are ok - more parking	- cultural performances - more buskers - more events, pop up restaurants and clothes etc	definitely need more shops - clothing for children, more cafes and more of everything!	
diagonal crossings	more seating	dance	no cars, buses only	
the meridian mall	more public spaces for rest including grass areas and more toilets. if you are in Barnes for instance, there is not easy access for toilets	?	pedestrianise it please	
the diversity of shops and businesses, it is mostly open air shopping (not malls) it hums with life but is not tacky, and easy to access by bus, foot and car.	the street scaping is tired, it needs more trees and flower boxes and good places to sit. There should be Barnes dances the full length and shared road surfaces so more walkers and cyclists friendly.	New gardens, trees, seated spaces. That are destinations too. A George St or Dunedin city phone app and more bookshops!	I would be wary of removing all vehicles from the street as open air malls in many overseas cities are not good spaces. But more shared spaces is worth trying. Also paint all the light poles black. The traffic poles. Light poles look classy.	
Love the new Barnes dances and wide pavements.	I'd like to see the street closed to traffic with a free tram running from the 5 way intersection to the Exchange.	I'd like to see the street closed to traffic with a free tram running from the 5 way intersection to the Exchange. Please get rid of the red bricks. They're unattractive and slippery.		
The Barnes crossings and the trees.	More outdoor seating and tables (so people can meet and or eat their takeaway food options there; more foot traffic = more spending!). More options for rubbish and recycling. Ideally more (good) bike parking. The current bike parking being added around the city is novel and pretty but not very functional (you either take up almost the whole thing with one bike or your bike gets in the way of pedestrians and wheelchair users). A few more courtesy crossings (with signage for drivers) might also slow traffic (people don't seem to go the speed limit there). I would make most of the on street car parks for a shortish amount of time (delivery, drop off/pick up zone, parental parking and unlimited accessibility parking with only a few 30 minute car parks for the rest of us) so that people who need to use cars can, but if possible I would provide larger scale parking (like they have in the mall) off George Street so that in general, people are tacitly encouraged to be pedestrians and thus park slightly further away and have walk past shops. Research suggests that people on the ground is the best way to get people into smaller businesses (and is the justification behind malls; convenient parking lot plus close proximity of stores and increased foot traffic required to get to the specific shop or back to your car means people are more likely to stop in other stores on the way).	If the octagon is included in this consultation, I am very pro pedestrianisation of the lower octagon. There is basically no car parking there anyway and when the DCC closes it for events with extra seating and lawn games there are always huge numbers of people outside and enjoying it. It's also a good place for public meetings etc.	In general I think (and if I recall from my earlier uni classes, the research supports) pedestrianisation as a key way to make a space more usable. but we need to make the area attractive to pedestrians (tables, chairs, areas to linger) without invoking the wrath of people who think they cannot do without their cars (but who just need a little bit of gentle nudging) -so keeping the on street carparks (but changing their use) plus the addition of longer-term parking just off George St may be the best way to do that?	

All the retail shops in one area. I park and walk around the shops.	Block off car access to the main parts. Build another car park building... not everyone can bus or bike in as much as we would love to.			
Is wonderfully human scale. Â Heritage buildings. Â Knox Church. Â Tourists. Â Vibrancy from University.	Reroute buses, calm traffic by reducing to one way and one lane, create outdoor seating for restaurants.	Make the North End (Albany Street area) a family friendly destination, including Otago Museum and cafe culture on 400 Block George St. Â Let Octagon serve the late night drinking crowd.	Redesign for people instead of vehicles. Intersection of George/London/Pitt/Frederickstreets needs to be completely rethought.	
Central location with all the cafes, shops, etc.	I would like to see it pedestrian only. Cars are such a nuisance. They're loud and stinky and dangerous.	More places to sit outside	As seen before in other cities, pedestrian zones are so much more enjoyable and successful. I don't believe in arguments that businesses would lose money because cars can't go to their doorstep.	
trees, heritage buildings, paving	renew the paving, eliminate the kerbs except at bus stops where they should be higher than at present to enable easier boarding, make it pedestrian friendly, reprogram the traffic lights to have a Barnes dance phase between each car phase (so pedestrian waiting time is on average half that of cars), add bus priority to traffic signals (so they remain green until any approaching bus has passed)	"pedestrianisation by stealth" - make it so pedestrian friendly that car drivers gradually stop going there (rather than suddenly banning cars outright)	Here are some more suggestions which I made on a councillor's social media page (sorry I am unable to edit this easily so it contains some strange extra bits of text but I would like all my comments to be considered please) Peter Dowden Drinking fountains with doggy bowls, bottle refillers and accessibility 2 LikeReply1w Manage 0 Rosa Eglanteria Rosa Eglanteria and Dog Allowed 3 LikeReply1w Manage 0 Councillor Aaron Hawkins Councillor Aaron Hawkins Peter Dowden Yeah the current bylaws stop dogs being in the CBD. This process is mainly a question of urban design, but feedback on all of these issues are helpful as part of the bigger plan. 2 LikeReply1w Manage	
Octagon	Definitely shut off the traffic to make pedestrianised. Have more places to sit. Bring in art, sculpture. Make use of our heritage buildings. This is our selling point. Bring stage back to Octagon.Â	We need to bring weekly culture back to the central city. Bring back a stage and have weekly performers. Look to what Brisbane does with daily performers from schools, community groups etc.Â	We must get smelly buses away from central city. They are disgusting and sit and idle while polluting the air and environment. Why aren't we investing in electric buses. Or look to what Auckland are doing and having a Green car system, where there is low usage of public transport, a car or minivan is used.Â	
How everything is so close together and the Barnes dance crossings	It would be incredible to make it car free! Or at least a 'shared zone'. Currently, the busses are extremely intrusive and traffic could be easily moved to arterial routesÂ	Some interactive/dynamic art would be incredible!		
It's Heritage Buildings	More placemaking, pocket parks etc, areas to relax	Just more areas to dwell, enjoy a coffee etc	Dunedin is very car centric and needs more areas to walk and relax in without cars	
everything is nearby	It is horrible to cycle on. It is narrow, dangerous and there is so much traffic that cycling feels very unsafe. It gets particularly congested when people are trying to turn right.	get rid of cars.	More greenery, more outdoor seating areas. less cars	
Good range of shops and cafes. It's compact and easily accessible by public transport.	Fully pedestrianise George St between St Andrew and Frederick Sts.	Pedestrianisation would provide plenty of space for outdoor dining, events, art, music, busking and children's play equipment. This would give more reasons to visit the central city apart from shopping and dining.	We should keep cars out of George Street, as long as there's still access available for the mobility impaired and emergency vehicles.	

Close to home, good range of shops and services within short walking distance, handy to library and swimming pool, health and financial and professional services so one trip for everything	More public seating, non-smoking, way from traffic and some under shelter from rain and wind. Better public toilets. Better bus seating. NO paving which is slippery and hazardous from dropped tiles but on-slip surface sealing (like under Roslyn Bridge) fewer obstacles on foot path (signs, cafe seating) town hall restroom is great especially lockers but needs to be better advertised, lockers free and have TWO STAFF because present caretaker cannot access lockers when cleaning. Pick up for shopping by courier business like Pack'n'Send would help to reduce car use to carry heavy shopping. Could also be a drop off point for batteries and stuff hard to recycle and less formal visitor info that i-site which is focussed on tourism. Similar at the bus hub would be great. Intercity buses should link better with ORC local bus service - at present often long walk from Halsey St. So maybe independent intercity buses should be encouraged to go through hub. DCC library Book Bus to stop regularly at bus hub for people to return books, pick up reserves etc. Better disabled access from street level to DCC city library. More flowers in George St. Vacant land turned into gardens with public seating. More open spaces. More street art, including vacant shops used as gallery space. More performance art organised in George St, eg flash mob music and dance (with uni)	Free shuttle bus with circular routes in both directions - could extend to the Octagon end of Princess St. All pedestrian crossings Barnes Dance.	Maybe make connections with local theatre, art and music groups for both scheduled and surprise street performance. Fortune Theatre's play excerpts the DCC central library attracted many people who later when to the Fortune. Good promotion for Dunedin as a city of arts and culture.	
The accessibility in my car	More car parks, less cyclists they have their own cycle lanes - they are for cyclists are they not?	Keep the same, the council has spent far too much of my rates contribution on non core population requirements	Fix the roads and water network first	
The quirky, specialist shops	Pedestrianise far more of it, only allow deliveries before 10am. Increase parking at the fringes of the city to allow for this. Shoppers love room to sit and safely shop combined with park and ride	With pedestrianisation, Christmas markets, street entertainers, in fact anything is possible	Take the cars away and encourage small (17 seaters) buses to take people to and from George street	
i like it all	pedestrianise with parking structures on outskirts	windbreaks		
	George Street should be a walking and biking only area, with no cars allowed. I'm thinking a big walking pathway with a cycling pathway in the middle.			
Being able to drive up the street	No need to change anything. Far more important things to spend ratepayers money on than this		No need to change anything	
DRIVING down it. It honestly would NOT have the same atmosphere about it if it was closed off to cars. It can be made safer by reducing the speed limit further. Keep the parking too, as it's good to see nice cars parked along the street as it adds to the appeal of it.	Brick the road instead of tarmac, and maybe reduce the speed limit to 15 or 20km/h. But KEEP IT DRIVABLE! I'd say to get rid of the curbs and have the footpath and road at the same level (different pattern and colour of the road and footpath though so it's hard to confuse the two), and separate the road/carparks from the footpath by bollards of some sort, but there could be issues with drainage when we get heavy rain? My idea was sort of like Beach St in Queenstown CBD (before they closed it off to cars). But with more colour in the road/footpath, instead of being the same colour.	Less empty shops would be nice... Lower rates or something to help out shop owners and get those spaces filled up. Maybe in the centre of each block have some sort of art installation (half on the footpath, and half on the road/carparks, in about the centre of each block), fancy water fountains, interactive games and other such things. Some sort of attraction/focal point etc basically.	Whatever you do, DO NOT CLOSE IT OFF TO CARS! As I've said, reducing the speed limit further will likely reduce traffic (because people will take faster routes), thus increasing safety for pedestrians, but also providing parks for people who cannot walk far. Shared pedestrian and car spaces work bloody well when implemented right.	
It is the centre of town, a bustling tree lined avenue.	Remove the cars and noisy buses. Replace these with a free easy access and regular tram service. Put in more street furniture, with cafes allowed seating. Install wind break structures and covered areas (pergolas). Put in play equipment (like Cuba St in Wellington).	Put an electric tram up the centre of the street running from the oval through to Woudhaugh. Pedestrianize from Know through to Moray Pl south of the Octagon.	The city plan needs to stop development away from the main street. No more development of big box stores on Crawford St.	

Trees, fairy lights, buskers	Less traffic noise and traffic flow. Also, more public space for people to have lunch outside, but with cover for usability during winter. The removal of buses from George Street could give opportunity for some space to have lunches, greenery would add to the amenity to encourage this too.	Large stacks of cardboard and rubbish bags are unattractive and hazardous. By planning space for businesses to recycle and manage waste this could be improved. Space where buses are being removed could give rise to opportunity for this.	Currently I avoid George Street for cycling and use the one-way system cycle ways instead. Could George Street be improved for cycle safety? Also, removing on-street car parking could make the street more attractive, less congested, and safer for pedestrians, cyclists, cars, and delivery.	
The many cafes and shops	make it pedestrianised, that way cafes can set up tables in the middle of the street and people wouldn't have to deal with traffic noise all the time	I think it would be good to pedestrianise George Street from the Pitt Street 5-way intersection all the way to the Octagon. The cross-streets (Hanover, St Andrew, Moray Place) could still be used by cars	I think less cars is essential, it would give the street more of an inner-city vibe	
	More free short term parks ie 10 mins/30 mins, especially in the block closer to London Street.	Make George St pedestrian only, but have one of the restored trams running back and forth to the Octagon along George Street for shoppers and tourists.		
	See attached form	See attached form		
Potential	Pedestrian only with a tram	Tram, pop up shops in pedestrian area	Making the octagon and part of George st pedestrian only Would be fantastic, making Dunedin feel really modern and progressive.	
The various eateries.	I'd like to see George St from Frederick St to the Octagon become car-free. Perhaps allow for buses to use it, but otherwise it should be pedestrians only.	Art installations are always nice, perhaps the ability for people to busk. Some kind of public place for the public to showcase whatever they wish.	I'd love to see it become more of a pedestrian hub.	
All the people and energy	Ban cars. They don't need to be there.	Pedestrianise the entire strip. This allows for more street activities and makes it more accessible for elderly (easier to walk), children (safe to run around), etc. It also gives people a place to sit which isn't a mall/private property.	Vegetation would also be nice. Dunedin is lacking in central city greenery.	
			Actually what I want to say isn't about George St or the questions you have asked but you give no other feedback options so here it is: The Filluel St ev charging station (thank you for it) is too cramped and is causing accidents to cars trying to get in and out of it with cars parked within inches of vehicle tails because they have to be. It needs to be redesigned in order to be fit for purpose. We also need fat more free ones as Waitaki are providing. In my street alone there are 4 EV owners and its growing rapidly. Dunedin needs to put the infrastructure in place as they have for the cycleways.....except there are going to be a lot more EV cars than cyclists in the days to come as the Boomer generation is at the age when they cannot cycle and we are legion. So please allocate a decent amount of money to this clean green tech to encourage more people out of fossil fuel driven cars. Thanks for listening.	
Flat and sheltered, good crossing options and generally polite traffic.	Working with property owners to fill empty retail spaces and retail gaps.	Re shopping - try to match properties with retail franchises - for instance, Dunedin could use a Mecca.	Better feeding through to the Octagon and Princes street.	

That creative endeavours and arts are visible even in our shopping centres - it isn't just for shops these is a multifaceted feel and function	I would like for there to be fruit trees planted and alongside native bush. I would like there to be safe shelter for our homeless built in to the streets infrastructure and I would like the bars to be less condensed in the octogan bc I think it's dangerous to force everyone who is drinking into one area after events and in the everyday. And I would like to use the underground more as I think that's really special and interesting	Not sure specifically, maybe more social opportunities that aren't alcohol focused?	Idk Build an over bridge in the city and put up a parking building then make then pedestrianise George street. But first get someone to spread out the bars so it isn't so horrible/terrifying for young women to walk through at night time!!!!	
Great range of shops, restaurants, services, library, bus, hospital in easy reach of each other.	Turn it into a pedestrian mall from Frederick St to the Princes st side of the Octagon. Allow vehicle access from 7 to 9am for deliveries. Angle parking on side sts to allow extra parking but no crossing George st by vehicle. If cycles are to be allowed (prefer not!) should be in a separated lane for safety of pedestrians. Buses should be kept out; new bus hub should facilitate this. Planting of trees and shrubs and seating.			
Everything is within walking distance	Closing it off to cars - make it like Cuba st in Wellington.	If it was closed to cars you could do more live music etc like there was during the rugby World Cup in 2011	Please just pedestrianise it!! There's no need for cars to go through there, it makes it really hazardous to cross the street	
Shops, trees	Less traffic, more attractive public space, seats for old people, vegetation, improved verandahs, street cafes	Street cafes, events, pop ups, laneways	Create inclusive places for everyone to be welcome	
ease of visiting...to be honest it's hard to come up with something; this area is an embarrassment particularly when ship visitors are in town	remove smoking/vaping from footpath; a beautification project could dramatically improve this area - this would include planters, hanging baskets, improved sidewalk covers/awnings; funds for business owners to tidy up their storefronts - this area is a hodgepodge of poorly maintained storefronts		pedestrian access only could be considered; one only has to visit Akaroa to see how beautiful streets and shopfronts can be if the city cares about how it looks. It may be worthwhile sending someone up ther to have a good look and consult with their city leadership	
don't have any	pedestrianise a significant part green - trees, plants space for activities like busking space for bikes and scooters seating	as above	so many more people will come and use the area if it is a nice space - i hate going there and would definitely spend more time and more money if i had somewhere nice to sit. Will need to make sure there is sufficient parking. can there be another parking building built close to there? Centre City land?	

Public Feedback Summary - Social Pinpoint Interactive Map								
Movement			Placemaking			Layout		Parking
Improve Public Transport	3		Improve Signage	7		Part Pedestrianisation (all blocks)	13	Parking (building)
Barnes Dances (positive)	13		Improve Vibrancy	37		Part Pedestrianisation (some blocks)	2	Parking (less street)
Bikes (no)	1		Laneways	10		Pedestrian Priority	34	Parking (mobility)
Bus (priority)	1		Less Traffic (positive)	11		No Pedestrianise (same layout)	21	Parking (more)
Buses (free)	2		More eateries	46		Full Pedestrianise (all blocks)	88	Parking (unspecified)
Buses (no)	1		More Lighting	12		Full Pedestrianise (some blocks)	63	
Congestion	11		More Meeting Places	6				
Tram	16		More recycling	7				
No electric Scooters	7		More Seating	90				
Separate Lane (bikes)	13		More toilets	1				
Operational Hours	19		Accessibility	28		Off Topic	49	
Connectivity	13		Greenery	157				
Deliveries	22		Healthy	2				
Electric Shuttle	18		Heritage (Buildings)	12				
			Heritage Character	15				
			Improve Canopies	12				
			Improve Footpath	32				
			Improve Retail	4				
			Improve Safety	30				
			Bollards	2				
			Smokefree	9				
			Status Quo	4				
			Street Art	57				
			Tackle Homelessness	1				
			Water Feature	20				
			Wifi	3				
			Youth Spaces	29				
			Events	37				
			Fill Vacant Shops	2				
			Culture	17				
			Bike Racks (increase)	7				
			Drinking Fountain	5				
			Green Spaces	47				

Public Feedback - Social Pinpoint Interactive Map
Verbatim Comments
Limited Traffic Zone starts here - with only public transport, service vehicles and cycles etc allowed through.
Roadshow
More greenery, living wall maybe, more seating
Roadshow
Against pedestrianisation. Need more parking buildings as they bring the money in
Roadshow
Traffic lights do not stay green for long enough.
Roadshow
In favour of pedestrianisation, but ensure have crime deterrents such as cameras, lights, and 24hr foot traffic.
Seating + trees.
If George is not pedestrianised, the streets could be narrowed slightly to allow for more space.
Overhangs should be done up. Try to encourage retailers through beautification.
Shared street idea is also cool
Roadshow
Busses should have stayed on George Street, and parking outside shops
Roadshow
Introduce lighting on the store overhangs above footpath.
Roadshow
If pedestrianised, have to be pragmatic about it to ensure traffic is not condensed elsewhere.
Please think about parking - too many parks have been lost recently w/bike lanes etc.
Roadshow
More seating and shelter.
Roadshow
Pedestrianise from Moray to Hanover.
Roadshow
The green concepts look great!
Roadshow
Would like to see more potential concepts first before being consulted.
Roadshow
Pedestrianise the whole street and bring in local Dunedin artists.
Roadshow
Bring back the star fountain!

<p>Roadshow</p> <p>Would like clarification on parklets and where they will go in the future. They sound nice and would like to have them. More trees too.</p> <p>Think we need to look into some bylaws around busker regulation, as many are not showing what Dunedin has to offer.</p>
<p>Roadshow</p> <p>Pedestrianise George Street. Encourage street vendors and use drop bollards for access hours.</p> <p>I love all of this, works well in Wellington and can work here!</p>
<p>Roadshow</p> <p>Pedestrianise the whole of George Street. Use Dunedin artists (sculptures etc). Places to sit and relax. Like the idea of parklets.</p> <p>Off topic - Tram from Botanical Gardens to beach.</p>
<p>Roadshow</p> <p>Pedestrianise from St Andrew to Frederick. Really like the idea of parklets! Would like more seating and greenery.</p>
<p>Driving too much that distracts from the natural environment.</p>
<p>More hangout spaces.</p>
<p>Recycling information, dashboard information for tourists, infosite board. Public club centres - a community place for people in need and support staff.</p>
<p>Hangout places, smokefree, bike parks, a lane for lime scooters, native trees, parks, nature, swings, water fountain for drink bottles, free wifi, recycling, pretty water fountain.</p>
<p>Less traffic and more crossings. More vibrant with colours. More place for busking. A smokefree area.</p>
<p>Open it up more because it is too tight with too many people. More street art and more bike stands.</p>
<p>Make George Street a people place. Too many cars.</p>
<p>I would love to see more plantings in the form of planter boxes/ herb gardens outside cafes/ parklets. Can we keep in mind that these green areas should contain bee-friendly plants, not just grasses? It would be great to have Dunedin as a bee corridor to promote pollination and increase bee numbers.</p>
<p>Roadshow comment. More green walls and bring farmers market to centre. Covered walkways would also be nice as it gets so cold.</p>
<p>Roadshow comment. Pedestrianise whole street. People don't need to park right outside places. It would be so much nicer pedestrian. I lived in Denmark and every other street was pedestrian and it was fantastic!!!! I love the way this is going and the way DCC is thinking</p>
<p>Roadshow comment. More things for the kids to do, right now there really isn't anything. Doesn't have to cost, even free interactive things would be nice.</p>
<p>Roadshow comment. To attract more vibrancy we need more ability for people to preform, for art, for culture, fountains and green and flowers. The whole street can be beautifully redesigned to encompass what Dunedin is really about. We need to celebrate our wildlife and people and art culture.</p>
<p>Roadshow comment. We need to celebrate being a city of literature, more fountains, sculptures and culture needs to be present in the Main Street.</p>

Roadshow comment. Public greening would be nice, pedestrian would be nice, I love the new bus hub it is better than I expected
Roadshow comment. Love everything, a little shuttle bus would be nice, a free one going around. Pedestrianise street
Roadshow comment. It would be nice to have the street pedestrian and then have car hubs or arming buildings on either side of George with a free shuttle on the one ways taking people from the car hubs to the side streets for people to walk onto George, would also be cool to have a swipe card for car park that you can also use in shuttles and busses. Would be nice to have a night shuttle too for those workers that finish late and don't feel safe walking at night. stage, greenery and seating also.
If Vogel Street is Warehouse quarter and Mall area of George st Contemporary Retail how about making the Albany /Frederick st section Edwardian to highlight the character of the buildings there
Pedestrianise the Mall section of George St.
Victorian looking lighting along George st between Albany and Frederick streets to emphasis the historic nature of this part of the Retail quarter.
More trees or pocket parks and more seating in this part of George Street to encourage people to walk toward Albany Street and encourage people working in the vicinity to come out at lunchtime.
Roadshow Do not pedestrianise. More carparks, no bike lanes. For more seating and greenery though.
Roadshow Pedestrianise. More greenery and seating. Bring in food truck events and markets
Roadshow Pedestrianise. More greenery and seating. Fans of Cuba Street or similar. Place for festivals
Roadshow I am against pedestrianisation
Roadshow Pedestrianise all of available George Street - All or nothing. Works in other cities like Adelaide. More greenery and seating would also be great.
roadshow comment. Dont want rates spent on this would rather the rates be less, I dont really think it should be spent on re-designing. its fine how it is .
roadshow comment. pedestrianise from Albany to Moray, more seating and greenery and create more social spaces.
roadshow comment. I really like the bus hub, greener space on George would be nice, encouraging people to come to the centre city would be cool with more social areas and playgrounds near popular eating and drinking spaces. a food truck space would also be really cool and more seating.
roadshow comment. more fountains, sitting areas for adults, more green, playgrounds, trees it would be GREAT to pedestrianise George Street.
roadshow comment. Do we really need cars on George Street? I like what is happening! More green would be awesome, pedestrianise!
roadshow comment. More greenery, places for homeless people to enrich their lives and wash and give them an address for job applications etc. Ban smoking, more bins and surveillance, look at maybe another car park building though if it will be pedestrian!
roadshow comment. pedestrianise from Frederick Street to Moray

There is nothing for young people to do here pedestrianising would be nice as long as parking is actually thought about. there really needs to be some fun, cool features on the street thats free for young people.
roadshow comment. I think this is a waste of time, its nice how it is
roadshow comment. make it more cultural and have the ability for buskers and vibrancy and vitality its just so boring right now.
Roadshow comment. buses and service vehicles only, look at redoing the parking on the outside of G Street, pedestrianise Frederick Street to Moray, playgrounds would be nice and also some bike racks for us who bike in.
Roadshow comment. Make it look more like Wellington, and have things like green walls. and have more art in the centre and some cool fountains.
roadshow comment. no cars down George Street, more street cafes, make a parking building.
roadshow comment. Less cars on George street, pedestrianise George but if thats going to happen you have to look at the size of parking buildings and maybe make a new one.
roadshow comment. Fill up the shops on George Street, more food stores would be nice, more seating and revamp the front of the shops.
roadshow comment. pedestrianise moray to hanover street and look at car parking. put in more seating and put cycleways in for limes and bikes.
roadshow comment. Make a walkway (second story walkway) that is placed on the overhangs, get creative!
roadshow comment. More seating please!!!!
roadshow comment. make it more green and vibrant and put up things like space for a night market
roadshow comment. No cars on weekends
I like the idea of pedestrianising as long as there are access hours for cars and bollards in place.
roadshow comment. pedestrianise from octagon to Albany street, make areas for pop-ups and have seating that isnt assigned to cafes.
water features and nature and trees
make most of George St one way
close off Hanover to St Andrews - introduce street vendors to attract more foot traffic
Light up Albion Place better and clean it a bit
more signage for unknown buildings such as the synagogue for tourists
more outdoor seating
electric transport alternatives - prioritise!
ice skating/roller rink
shop maps like in malls dotted around showing what shops are where
water features and seating
something to show how diverse Dunedin is and our history
parking map app of where parking spaces are available
if george street was closed down to cars - limes, and scooter/bikes became more effective
more accessible and cheaper off street parking
clean and maintain george street
create community spaces to meet
celebrate culture
extend greenery around Knox Church

celebrate heritage of Dunedin
raised crossings are unsafe
games on street and on buildings
footpath tiles are bumpy
have Gapfillers like in Christchurch
dark on streets makes me feel unsafe
close off street to traffic and turn into arcade
make five ways a barnes dance crossing
Dunedin walk of fame
widen footpaths between hanover and frederick street, cafe block, more outdoor tables
Albion Place doesnt feel safe
make George Street a place people want to go, utilise the business opportunities - the hospital workers would provide by making it more accessible
pedestrianise outside the mall
more plants, garden or more style designs and items
A sign or sculpture that makes people feel welcome in Dunedin within the town area - show Dunedin inclusiveness
more parking spots around the central city
put a stage on George Street
octagon to moray place - keep cars through
make Octagon car free, make it like it was at Ed Sheeran
Frequent, easily accessible, free, slow-moving, electric trams going back and forth between Albany St and Stafford St would eliminate the need for private vehicles on George and Princes Sts.
Roadshow comment: pedestrianise George street. Remove traffic and make the air clean for walkers. Include seating and move the Octagon culture into George Street
Roadshow comment: Keep the street the way it is. Parking considerations and accessibility concerns.
Roadshow comment: More greenery, pedestrianise the mall area, direct traffic flow around the back of the mall, urban agriculture
Roadshow, pedestrianise. Create climbable, interactive structures which can be utilised by many different people. Water fountains to drink out of, fill water bottles up from.
Roadshow, pedestrianise up to Hanover. Increase greenery, more seating, parklets model.
Make the whole city people friendly, not private cars friendly. Convenient public transport is the key thing. More routes (preferably electric of course). Remove all private cars from the downtown, relocate all parkings outside and connect them with the city centre with shuttles. Flood the downtown with benches and greens.
Roadshow comment. Get rid of lime scooters along George street. Make pedestrian and have access hours for vehicles to go through in certain times. Need to figure out the parking though.
Roadshow comment. Pedestrianise and make a sheltered area in middle all down George for bad weather seating. More green. Food trucks and vibrancy with performance areas would be nice.
Roadshow comment. It'd be for pedestrianising the whole street, putting more green. I like the *parklets* they are a great idea. It's good for easing the eyes in a city environment.

Roadshow comment. Keep one lane of cars. Wider footpaths and more flowers / planting's
Roadshow comment. More pedestrian spaces and more green space would be wonderful! I already see a lot of nature where I live but it would be so nice to come in to town and have a relaxing community atmosphere with seating and greenery. Wonderful.
Roadshow comment. Pedestrianised and more seating and more green would be lovely
Roadshow comment. It's going to be interesting to see all of the projects happening at once. Wouldn't make sense to pedestrianise the mall bit as there are no street facing cafes in that area. It would make more sense to pedestrianise the bit between Albany and Frederick or Hanover and Frederick as they actually have cafes. The areas behind the buildings in the lot between London and Hanover Street should be opened up more.
Roadshow comment. More green would be nice and better outdoor use of space
Close down George street to traffic. Pedestrianise.
Bring in the element of surprise and the unexpected to streetscapes - the ability to WOW people but also the ability to change the outer look of the surprise - underpinned by solid framework for artists to explore a blank canvas on a regular basis...Get people wondering "whats next?" for elements of their city.
covered walkway to the bus hub is necessary, this could be through Moray Place
We should work hard to keep our buildings clean and tidy. This should be done by the building owners or we could make a city bylaw requiring a high standard, or fining the owner. Incentives should be used; best building competition, a way of encouraging tenants into buildings to stop them remaining empty for long. the current initiatives are good too, more of this ! :)
more trees please. gives the place a nice feel
this should be a barnes dance too
I love that everything is close together - within walking distance, barnes dances are good, makes it easier. I like that there is good shelter when it is raining, lots of indoors and outdoors mixed
I don't like traffic, I'd like to be able to park somewhere distant to George street and walk, or use a tram/ Lime/ bike share etc
George Street should be pedestrianised. Allow markets and pop up things. the bus hub has been taken away from the main road so that's not an issue
we should interpret and tell the story of our heritage, nature, especially the quirky and interesting.. dunedin stories..
I like seeing new and different things, the variety of shops is good, we should encourage this. its also nice to get a coffee too. should encourage longer hours on our coffee shops! and people being in the space all hours of the day and night! get a return on our investment through that utilisation as a public space
our beautiful build heritage. we should continue to invest in it, to keep it fresh and vibrant, but also safe - get some I beams in em! make them earthquake safe.
This intersection, is a nightmare for everyone. It does add character but could a round about or something help? with a pedestrian space in the middle and narrow vehicle passage to slow traffic? perhaps pedestrianising George street would help.
free electric public transit with a heritage angle. trams! :)
Pedestrianise as much as possible, create the ability for people to linger. capitalise on the evidence based research: pedestrianised retail areas = more spending!
I love Barnes Dance crossings!

making the street more pedestrian focussed (hopefully fully pedestrian) would mean service vehicles need somewhere to go. this should be well thought out and efficient. the network of carpark and non pedestrian back alleys should help with this.
we should add spaces for 'last mile' transport like bikes, limes, etc so they can perform to their full potential
electric public transport, park and ride, utilise the ring of car parking buildings and car parking places, connected by trams and other 'last mile' transport.
We should be bold. Its the Dunedin thing to do! Loads of vegetation, trees, walking space, quality public art, places to sit, get local designers involved.. maybe even a George Street Catwalk.. Areas that could be covered against the weather? removable roof?
I don't like how hard it is to cross the street. crossing times should be more frequent and road widths should be less. where carpark need to exist (for accessibility) they should be designed so they don't add to the dangerousness of the area for pedestrians
I would like to see places to sit, relax, eat and linger. I believe this would make the space more popular and increase use of the space in length of stay and volume of people.
I love the trees that are on the street, i think there should be many more.
I don't like the amount of cars on the road and the speed they travel at.
Make the main street public transport and service vehicles only (couriers, deliveries). Potentially also add in some accessible parks and someone allow access only to those who have a mobility card for special parking. Otherwise no cars.
Roadshow Pedestrianise to Frederick.
Roadshow Pedestrianise from moray to Frederick As much greenery as possible Parklets with cover and outdoor heating in the winter
Pedestrian only outside of the mall quarter, seating, planters, make it more of an attractive area to be in.
Roadshow, against pedestrianisation. Where will the elderly go? Drop off zone for the elderly. Need more parking for workers.
Roadshow Pedestrianise up to Frederick from moray. But trial first. Pocket park like dent school More greenery Communal gardens (vegetables) and living walls maybe. Use native plants too.
Roadshow, for pedestrianisation up to Fredrick. More greenery, central seating. Fresh face. Place of leisure. Hanover to Fredrick, more culturally and artistically designed because it's closer to the student quarter. Buskers space. Hanover to Moray, more retailer, eatery based. Dunedin is slow to change, don't hold on so much to the past. Change is forward moving.
Roadshow, for pedestrianation and increased greenery. Making the street a destination and modernising.

<p>Roadshow Shared space street with lower speed limit. Specific times for drop off, loading. Yellow lines on driveways exiting onto the footpath. Footpath limit scooters, mobility scooters etc to 10 kmh Allow Limes to use the bike lanes. Limit streets around George to 30kmh. Bus loop free if paid by parking fees not rates Increase parking fees to reduce congestion. Footpaths are a social space, no fast transit.</p>
<p>Roadshow George street needs a do up Cable from Mornington to George street and Octagon maybe.</p>
<p>Roadshow Greening Pedestrianise up to Frederick from Moray Do agree would increase spending and improve the atmosphere</p>
<p>Roadshow More seating!</p>
<p>Roadshow Pedestrianise Greenery especially around Albany Furniture suitable for the Dunedin climate and students</p>
<p>Roadshow Pedestrianise from Fredrick to Moray More greenery Pocket parks Barn dance crossings are good.</p>
<p>Roadshow, modernise George St. Feels second rate at the moment, upgrade and improve aesthetics.</p>
<p>Roadshow, semi pedestrianise and have a shared lanes for cyclists and scooters. More greenery. Shared blank spaces which could be utilised by different groups for commerce, trade, artistic communities and sports.</p>
<p>Know what's going on</p> <p>Creative quarter Princess. Architecture down princess may need to be more modern as currently not working Bluestone to fit Dunedin theme</p> <p>Earthquake strengthen. Can we incorporate earthquake strengthening to the old buildings. Looking ahead</p>
<p>Roadshow Full pedestrianise Pocket parks and as much greenery as possible</p>

<p>Roadshow</p> <p>New tiles but not like bus hub, they need texture</p> <p>Multimodal - so allow disability cars and emergency vehicles</p> <p>Crystal Phillip allowed during Ed Sher concert the traffic to flow but also allowed pedestrian friendly at the octagon, so take inspiration from that balance</p> <p>Instead of bollards use like pocket parks to block off</p>
<p>Roadshow</p> <p>More greenery</p> <p>Fruit trees bee trees</p> <p>Greenery pocket park.</p> <p>Pedestrianise main shopping area</p> <p>Tram maybe</p>
<p>Roadshow, for pedestrianisation and more cycle ways. Thinks Dunedin has so much potential to be the largest South Island city. Concerns about the cycle ways and how they are utilised. Thinks they are under-utilised because they are currently unsafe. The concrete blocks separating pedestrians and cyclists mean that cyclists cannot get far enough off the road if a car does come too close. Would like to see a Scandinavian model followed. More central meeting places for people to congregate down.</p>
<p>Roadshow, pedestrianise up to Hanover St. More greenery, a new and improved fountain. A playground for the children.</p>
<p>Roadshow</p> <p>Fix st Clair beach poles</p> <p>Against pedestrian only</p>
<p>Roadshow</p> <p>All for pedestrianising, but use a holistic approach with uni, shops, hospital etc</p> <p>Want to see Dunedin grow and also be pragmatic</p>
<p>Roadshow, pedestrianise from St Andrews to Frederick. Lots of trees, use trees as dividing lanes. More park benches. Basketball hoop, sport activities in the centre of town. Didn't want to pedestrianise Octagon to St Andrews, thought there weren't enough shops there.</p>
<p>New tiles at least. But keep the Dunedin theme! Not some bland concrete lookalike</p> <p>Roadshow</p>
<p>This intersection is notorious for drivers running reds - I walk here daily and have to cross twice- not a day goes by when at least one car doesn't go through a red at speed, when the pedestrian light is already green - some days I see at least one car do this at EVERY change of the lights (which is 5 times a cycle). It's appalling - I've seen cars almost mow into groups of pedestrians starting to (rightfully) cross. One day a kid who's not paying attention will cross and be hit.</p>
<p>Roadshow, George St needs a fresh face. Been here 14 years, nothing has changed. Something to create a sense of community and bring people together. Something like Eat Street in Rotorua would be cool.</p>
<p>Roadshow</p> <p>Would like to see similar to Fort Street</p> <p>Greenery seating</p> <p>Concern to keep a pedestrian and car balance in the city</p>
<p>Roadshow</p> <p>Against pedestrian only</p> <p>Would be difficult for elderly, pregnant, and disabled people</p>

Roadshow, no lime scooters
Roadshow, pedestrianise up to Frederick. More greenery in the city.
Roadshow, more bike lines
Roadshow
Looks promising!
Lower Stuart
Blocking off from moray to Albany pedestrianise
Walking tour from octagon to railway and toitu etc. gold coin donation
Roadshow
Roadshow, pedestrianise a side street to be something like Albion Place (Hanover suggested). Have George St as a one way street.
Roadshow
If the city is beautiful people will keep it beautiful
Have to be aware of congestion if pedestrianise. Pedestrianise just moray to st Andrew
Dedicated time for shops pick up drop off loading times
Celebrate biodiversity with trees. Pocket parks are great
Make response from DCC to reduce negative lingering outside shops as it hurts retailers
Signs in multiple languages for wifi etc
More action from DCC with how retailers can reduce the impact of dumping of rubbish around their shops
DCC to check the public rubbish bins more to stop overflow like what happened during eagles concert
Smokefree
Regulate busking
Roadshow
Pedestrianise as it works all over the world
Roadshow
Access needed for pick up drop off, couriers, workers, people with disabilities.
Continuing of city planners, not too many ideas at once
Pedestrianise mall area. Hanover to st Andrew
More transparency with where the money is going overall at DCC
ROADSHOW
Roadshow, Would like an invitation to the seminar for business owners
Likes pedestrianisation
More trees and pocket parks
Trial
Do not narrow street
More parking take out trees reduce footpath to increase parking
Canopy
No trees makes dark and dull
Squeeze footpath.
Do now to avoid the hospital rebuild if possible
Do not pedestrianise as feel danger with dodgy people.
Big tiles outside town hall not the small tiles.
Roadshow
Roadshow, trial bus loop with a car parking space that people could leave their cars at. Fresh face for George St.

Flexibility in the plan Place as destination Pocket parks Places to sit and eat A small area European themed for sitting and eating Cafe vibe Roadshow
Pedestrianise Make more welcoming to pedestrians Roadshow
Lower Stuart Fort street Sculptures seating Maori heritage
Roadshow, pedestrianise. Concerns about traffic diversion and the hospital if the one way becomes a two way lane already. Already congested in the mornings. More greenery, holistic with Orokonui, native plants, flax.
Roadshow, not for pedestranisation, doesnâ€™t think we have the population.
A free electric bus that does the central loop circuit. Pedestrianise the Main Street. Has a question about the bus hub and how pedestrianisation will work when the bus hub is in? Also wants to know if cars will still be able to go past the bus hub when done.
Roadshow, pedestrianise from Fredrick to St Andrews. Off topic, concerns about housing in Dunedin, limits on how high people can build and the quality of land left to build on.
Roadshow, concerns about lime scooters and pedestrians. Would like to see the street pedestrianised.
Night markets similar to Wellington More seating and greenery.
Roadshow comment. Pedestrianise the whole thing. Add trees.
Roadshow comment. Make the street frontages all back to Victorian Street frontages and consistent overhang, make some continuity. Street trees would be good and pedestrian street would also be great. Pocket park letâ€™s would also be great. Having an electric bus down George would be cool. One lane may work well. Stages and fountains would be good.
Roadshow, service vehicles only and pedestrianise up to Fredrick St, add more greenery.
Roadshow, full pedestrianisation of George St to Fredrick St. More an organic model, feels the sample drawings are too linear, wants something more shared. Suggested the road could be curved, not so sterile.
Roadshow comment. Pedestrianise the street outside the mall and up till Knox church. Make access hours for delivery vehicles during early hours of morning and then close of the street to vehicles during the day (except emergency vehicles). Make more spaces for teenagers and young people to â€œhang outâ€ on the Main Street in the pedestrian area as right now all they have is the skatepark. And also make a play area for children. Maybe some water features down the street would be nice.
Roadshow Parking for disabilities Ramp from road for wheelchairs

Pedestrianise
Roadshow
Roadshow
Keep developing the central city :)
Native reptiles included in biodiversity
More planting
Roadshow comment. Put in more trees and pedestrianise up to Knox church. People won't care so much about the lack of parking if the space is an enjoyable walking space.
Roadshow
Free bus loop
Roadshow
Out of scope
Building owner on Crawford
Contacted doc in the past to change parking to vertical parking and greater than 30 minutes to allow easier for shoppers
Maybe middle of the street parking like Oamaru
Keep Lime scooters deregulated.
Roadshow
Pedestrianise
Roadshow comment. You guys are doing an amazing job. The green building in Paris picture looks so nice. Would be good to pedestrianise the front of the mall as people often have to dodge cars.
Roadshow comment. Get rid of 5 way intersection.
Pedestrianise
Push octagon feel down George st
More greenery and seating
Roadshow
Roadshow
Pedestrianise
Urban sprawl like Christchurch
Like waterfront vision
Roadshow comment. Pedestrianise George Street and increase the green. Make George Street more like upper Cuba Street, pedestrianised and vibrant.
Roadshow
Pedestrianise outside mall but parking need increase around shopping area
Council need to be mindful of disabled
Pedestrianise but allow busses and disability parking.
Roadshow
Pedestrianise support
Roadshow
Roadshow
Looking forward to seeing the final design and how long it will take
Roadshow
Looks awesome!
Pedestrianise George st
Revitalise heritage buildings
Roadshow comment. Something like Cuba Street would be nice and more sheltered areas for people when we have \$@!#% weather. Just to sit under it and relax instead of being stuck inside.

Roadshow comment. Pedestrianise the street and make sure there are lots of trees and seating areas for people who are shopping. It would be nicer. Ban limes and skateboards from the pedestrianised parts of George Street. I want to see change in Dunedin, I'm feeling really positive about what is happening and this is really exciting time for Dunedin.
Pedestrianise
Wanting a more walkable city
Roadshow
Priority given the pedestrians/people is the key to success. Street art, greenery and improved linkages/signage of laneways each with their own distinct feeling
Totally agree, the central city should encompass the octagon and be seen as one central city
Have a market street event
Roadshow comment. Smart art, less cars, more seating areas would be nice.
Roadshow comment. More street art and hanging plants, garden area, poetry, art.
Roadshow comment. Evening or smoothing the footpath. Vertical gardens would be nice.
Roadshow comment. More places to sit down.
Roadshow comment. More paintings and art.
Roadshow comment. Close street off from Moray place to the church. Service vehicle access only. Tables and plants in the middle road.
yes!
Roadshow, less congestion in the central city, make it more friendly to people on foot. Pedestrianise
Roadshow, pedestrianise completely, or possibly service vehicles only. All for more greenery.
Roadshow, pedestrianise fully. Flatten the pavement, non slip surface. Supportive of a free bus around the city, more parking. More greenery, concerns about vandalism, how it would be maintained.
Roadshow, pedestrianise, a free bus (like Christchurch) that would bring people into the city, eliminate need for more parking.
Roadshow, pedestrianise up to St Andrews
Roadshow, smokefree
Roadshow
Pedestrianise
Greenery
Eateries
Out of scope - need more accommodation
Roadshow comment. Would be cool to have three outside of the mall pedestrianised. And have a play area for children including a fountain or giant LEGO or something. People should be parking outside of the street anyway. Would also be nice to have cycle racks for the people cycling in.
Shared road keep cars
Playgrounds
Food street
More tech hubs for kids after school
Roadshow
Make George st safe to cross
No pedestrianisation
Sort road network before pedestrianisation

Green spaces Pedestrianisation must accompany for hospital and side streets Roadshow
Roadshow Pedestrianise but keeping in mind that there is a lot of development soon hospital etc so maybe hold off pedestrianising until after More greenery grasses
Roadshow Need to revitalise the city Have a way for elderly and disabled to get to their cars or bus hub if pedestrianised,some form of transport
Shared spaces would be nice, from Frederick to st Andrew st. Shared spaces are nice.
Roadshow comment. Make pedestrian. Sick of all the cars. Would be a nicer experience for everyone.
Places to sit and eat breakfast George st seems too dark and grungy Pedestrianise Roadshow
Roadshow Pedestrianise main shopping area Green roofs Bring back star fountain Roadshow comment. More street cafes and greening like Singapore.
Roadshow comment. Places for kids. Should look more like Cuba Street. More places to eat and sit Pedestrianise, but trial from Frederick to st andrew
Roadshow Keep the cars Modernise the area doing up road footpaths Make the highways 2 way (cumberland and the other one Great King?)
Yes to fixing roads and footpaths. More street lights to brighten up George St Between Hanover and St andrew no parking but still allow driving through NO NOT PEDESTRIANISE PLEASE. Remove ASB bus stop.
Fix footpath No pavements just concrete it - takes too long to pavement. That black concrete. No skateboards, bikes, escooters Flowers and fairy lights. Make it colourful not concrete No parking down down George St!!!!!! Because the roads are not large enough (from Hanover to St Andrew). No busses on George St. Make cannot drive on to George St from, Hanover, St Andrew, Moray Place, and Stuart. But can drive on afterwards. Make can turn on George from Dowling and from Fredrich Zebra by mall
Crossing across from mall. Nice flowers Keep same layout but do up the area

Keep same layout - but do up the street with planter boxes, flowers
Roadshow Crossings at malls to increase pedestrian safety Likes barn dance More crossings around farmers and meridian
Still allow busses through More flower bushes next to the footpaths Roses Nice smelling flower Pocket park More places to sit Parking buildings No pedestrianise as people need to get through Road needs fixing Don't shared but more crossings
Roadshow comment. parklets distributed along the street. Trees providing shade along street sides. Maybe try to utilise laneways for night markets
Roadshow comment. Pedestrianise George street from Hanover street to st Andrew street. It will be nice to have Street cafes on the Main Street and it will be nice to have more trees and to have more seating area for people to sit while others shop .
Pedestrianise More greenery Pocket parks and seating area Out of scope princess street landscape design to make more pedestrian friendly, more grassy areas, pocket parks
Older footpath Retaining Dunedin feel Greenery
Places for street cafes Pedestrianise outside mall
Pedestrianise like Columba st Christchurch More greenery Roadshow
Rs More greenery as too much concrete Pedestrianise Off topic pedestrianise octagon
Roadshow Pedestrianise around mall
Roadshow comment. Get people out of cars. Pedestrianise the bit outside the mall. Bring a tram through from botany down to st Clair. More street cafes and more green needed.
Roadshow pedestrianise from st Andrew to fred

I think the area of pedestrian only should include the Octagon and Lower Stuart street
Consider carpark basement beneath the Octagon with entrance opposite the Leviathan
Car park areas must be multi-story. What a waste of land to have a plot of land just as a carparks of a single layer/story
Free- shuttle buses around the CBD perimeter
More sculptures, markets stalls, Outdoor cafes and bars should be allowed. Also more bike stands
George St, including the octagon should be pedestrianized to the Pitt St London st Intersection, with service vehicles and emergency services only allowed access.
I'd like to see kids' play areas and public seated areas. Would be nice to have a grass area.
This for me is a contradiction - more people will hang out if there is more space for people. Our physical environments including streets would be so much friendlier, healthier and quieter if there were less cars on them and more facilities for pedestrians including seats, cafes, trees and planters, etc. Be brave and dare to increase pedestrian zones.
Roadshow show comment: pedestrianise with bikes slowly going through. Lots of seating areas and activities
Roadshow comment: parklett, streets as places,sculptures, water fountains, lounge chair
Roadshow comment. I like the idea of more cafes down George street
Road show comment. Make bus cheaper
More drinking fountains
Less traffic
Pedestrianise
Tour buses still allowed or let tourists walk
Too many cars now
Make it safer
Have parkletts
Put in rubbish bins
Market feeling with food stalls
Road show make George street a shopping area. Have a stage and performances. Night activities. More green
Roadshow comment close it for cars cyclists scooters skateboards have markets
Road show comment No change required for an awesome place
Roadshow comment. More green and and more gardens, where people can appreciate nature more.
pedestrianisation and urban design designed around alternative modes of transport I would like to see more of in the future
Road show comment. Have more nature traffic is important but conflicts with pedestrian movement have a more pedestrian friendly space have a more traffic friendly space
Roadshow comment. Greening the city is cool, more trees would be nice, more greenery. More things for young people to do.

Roadshow comment. Pedestrianised Meridian block. Have no parking. It is good that the buses are moving there is a conflict between pedestrians and driving. Delivery before a certain time each day early in the morning. Revitalise the eating area between Hanover and Frederick Street.
Roadshow comment establish George Street as a destination add more Green make sure there are good vibes parking is an issue.
Roadshow comment. More barnyard crossings, but I like the way the street is at the moment.
Roadshow comment. An outdoor seating and eating area would be cool. Parking is an issue. Pedestrian would be awesome though.
This is wonderful to have a dedicated car user supporting a closed George Street. I also support the closure of George Street - at least between Moray Place on the southern side through to Hanover Street, better even to Frederick Street. I am a dedicated cyclist and am convinced that foot traffic will increase business for shops in those areas. I support parking along the side streets but feel that they should be short term. Long term parking - outside the city, connected with buses.
Pedestrianise George Street from the Bog to the Octagon (and within the Octagon). Provide more green spaces and seating that people can hang out between shopping and eating. More outdoor seating for cafes (and option to have it under cover too in case of bad weather). More street art like murals on buildings would brighten up the place also. Public transport routes may need to be altered slightly so they just don't go along George Street - or just have one strip in the middle where buses can go.
Roadshow comment: make it look like a footpath but cars can drive.
Roadshow comment: open performance areas for musicians. Places for street artists and more seating areas.
Roadshow comment: separate pathway for vehicles, smokefree and more seating areas.
Roadshow comment: pedestrianise parts of George Street. Have outdoor areas to sit and eat. Have drinking water fountains where you can fill up your bottle. Have events that represent Dunedin culture. Public toilets and greener areas.
Roadshow comment: have a courtyard feel with a variety of shopping. Update the look of the shops with more colour. Be more vibrant.
Roadshow comment: have no cars, more green space, more outdoor dining and edible gardens. More recycling bins along with music events. Make it smokefree with perhaps rental bike stations.
Roadshow comment: have more crossings, seating areas, native plantings, and rubbish bin recycling options.
More clothes shops, more healthy food eateries, and takeaway places.
Roadshow comment: have a big courtyard area, plant more trees and make it more natural. more art murals and bring the fountain back.
Roadshow comment: restrict vehicles, have more clothing shops and more variety of food.
Roadshow comment: have more parking spaces, more seating areas, and areas for homeless people. Kids need an area to play such as playgrounds. More entertainment and events. Plus, bring back the fountain!
Roadshow comment: have beanbag areas, car free zones, more trees and events.
Roadshow comment: more greenery, have wider footpaths, and variety of recycling bins.

Roadshow comment: Fully pedestrianise from Moray Place to Hanover Street. Have more greenery.
Pedestrianise up to Hanover. More green, plants and trees.
Roadshow Comment: pedestrianise up to Hanover Street. George Street is more attractive to tourists than locals. More green like plants and trees. Having more Maori input would be great.
Roadshow comment: possible pedestrianise up to Hanover Street. Maintain greenery and adding native trees, seating areas and picnic spots. Perhaps a buskers square or a fountain for aesthetics?
Roadshow, think about drainage, lay of the street, dark areas in Lower Hanover & Moray Place are sloped down. Semi pedestrianise, trial this. Heritage stone work like Vogel St, top of Trafalgar St in Nelson, natural speed bump, cobblestone drainage. Planter boxes, moveable, put in strategic places to stop traffic.
Roadshow, waiting areas for people who wait for buses and cruise ship buses. Bike/lime lane
Roadshow, more assessable to the Disabled, more plants, connected to the waterfront, widen the footpaths, model after Melbourne
Heritage and greenery
Roadshow, Blend of heritage buildings and modernise facilities, wifi, trees, plants, open up, make the city feel alive. Make George St a place where people want to be and will stay. Currently, people come in, do their shopping and leave.
Roadshow, Lighting, greenery, pedestrianise up to St Andrews like Queenstown. More seating.
Tram line, with a bike lane and pedestrian access. Greenery while paying homage to our heritage. No car access.
Coming from a Europe where trams are very popular, it would be a great addition to the public transport here. However I like the idea of a vehicle free George Street. Having a tram in the middle takes away the opportunity of nice green seating areas, cafes and so on and of a full pedestrian zone.
Pedestrianise More greenery robust for Dunedin climate
Do up footpaths Living city Train to uni, Mosgiel, airport
Roadshow, night toilets in the Octagon. 24 hour toilet access
Roadshow, pedestrianise up to Hanover St including Moray Place.
Pedestrianise With windbreakers
Evergreens Pocket parks Seating Canopy cover
Pedestrianise but leaving room for disabled vehicles, emergency. Pocket seating Loading times for shops Maybe a tram
Roadshow, Cafes opening out onto the road but under cover, preparing for inclement Dunedin weather.

Roadshow, Raised second walkway above the current footpath. Make room for Lime scooters. Prepare for electric vehicles and restore limes to Dunedin. Importance of shared transportation. More greenery, low maintenance plants on roofs to suck up carbon.
Retailer Would like to see octagon vibe pushed down George st More seating nice pocket parks to increase foot traffic. Making it more attractive to shoppers Liven it up!
Retailer Very worried about access to meridian car parking from Hanover. Have to think of the impact on surrounding roads. Would love to set up a meeting with meridian manager
Roadshow, concerns about car parking. Bypassing Dunedin currently and shops in South Dunedin instead because it is impossible to find a park. Don't want rates paying for this sh...
Make George st as green as possible Evergreens Wind break seating areas Pedestrianise Cafe space on the street Link with the Keith river project Heritage with a modern twist
Roadshow, pedestrianise up to Hanover St, create iconic statues that define Dunedin. Off topic, restore St Clair wharf
Please don't use a brick pattern footpath as dangerous for wheelchairs, walking sticks etc. we are not a flat city Allow busses, disabled persons vehicles, emergency vehicles, and taxis to access George st.
Concerned about all the other projects e.g. hospital and wanting to see more pragmatic approach - meetings with uni etc. it may be best to run simulations to see any issues all this work is going to create 1 way with disability parking, emergency vehicles access, taxis, and busses. Banning cars. Off topic - regulate lime scooters
Roadshow, increased greenery everywhere, living walls. Pedestrianise the entire street and create engaging events for the community ie festivals & markets
Footpaths really need doing up
Times for deliveries Very supportive of doing up George Street fresh!!
Off topic - doesn't like hospital in the central city, remove st highway cycle lanes to make 3 lane. Cycle lanes down George please
Richmond Nelson like. Or Cuba, Napier. Pedestrianise from mall to moray
Keep in mind the other projects
Off topic- Pool in mosgiel

Seating
Pedestrianise
Greenery
Keep individual to Dunedin
Roadshow, Another parking building.
Roadshow, Cobblestones, pedestrianise up to Hanover St. Increased greenery in the central city.
Pedestrianise
Roadshow, service vehicles only during certain times is not during lunch hours when there is increased foot traffic.
More greenery, completely pedestrianised. Concerns about parking and the hospital.
Roadshow, More greenery, concerns about the timing of construction, what will it mean for access.
Living building
Evergreens. Silver pine native
Red beech
Pedestrianise around mall
More loading zones please
Pedestrianise from mall to octagon
Canopy above to stop rain
More car parking around
Roadshow, add greenery, living green buildings. Speed bumps through town. Native grass hedges, “not just trees that suck up carbon”
Improve area around whitcoulls
More parking, more greenery, and paving along the central street
Pedestrianise
Pedestrianise
Considering Dunedin history
More seating greenery and pocket parks
Please not a “generic concrete hell”
Remembering wheelchairs when designing the footpath-unlike around Vogel st
Roadshow, pedestrians, less cars, more trees
Roadshow, Completely enclose the street from Moray to Fredrick St. Temperature control and have pop up shops down the central street.
Pedestrianise. Utilise Street for Christmas, New Year markets.
Smoke free
Pedestrianise from Fred to st Andrew
More seating, likes pocket parks
Playgrounds for kids
Tech hub for kids after school
Fires for heating in winter
Pocket seating
Pedestrianise
Night markets like Wellington
More seating parks
Theme it up with Dunedin history - wakes european ships, gold mining, maybe a small canal, wagons
Covered top
Widen the street and make a shared cycle lane with pedestrians

Places for youth to be after school weekends- technology house where school kids can learn programming, do school homework etc
Vertical plants
Covered walk way
Pool table areas
Maybe off topic - Areas for homeless people to stay apartments, learn skills for cv.
Drop in tourist centre
More greenery
Roofed footpath
Cycle lanes divided from cars
Barn dance crossings
Roadshow, We need more greenery in the city to improve air quality
Why do we ban smoking but allow central city traffic to drive through polluting our air?
Car parking in the oval and a central city tram to bring people into the city.
Roadshow, trees down the centre of George St, dividing lanes. An increase in greenery improving air quality.
Greenery
Pocket parks and seating
Sculptures
Lighting
Use of different interesting materials
Like Cuba street
Pedestrianise all George st
More lighting and security presence for safety
Off topic - against waterfront hotel
Use bigger ground bricks for a cleaner more open street
Better footpaths, perhaps an outdoor movie theatre? Cafes, bars, and restaurants. Get more commercial.
Car free and have trees. Seating areas.
Public spaces, more diagonal crossing, extra seating and plantings.
More seating areas, more green areas, more relaxing areas.
Full pedestrianise. Shared road felt dangerous for kids
Big overhead screen like Old Vegas
Allows advertising of events etc
Really wanting the DCC to work with the Uni and others to ensure the street networking is kept functional.
An informational session with local planning organisations would be great.
Like Melbourne picture
More greenery and places to sit and eat lunch
Pedestrianise to fred
Like the Melbourne picture
Off topic- reduce vehicles congestion around Hanover to allow emergency vehicles
And improve flow of traffic
Make An area for visitors to see Dunedin tourist destinations - kind of a directory

<p>I love the idea of more greenery. To the extent that it provides biodiversity rather than just a planting of whatever are the current trend in outdoor landscaping.</p> <p>Also making city more pedestrian and bike friendly is important.</p> <p>Closing off lower Stuart st to traffic would be wonderful.</p> <p>Is there a way to incentives property owners to rent to diverse groups and retailers. We need Diversity to maintain the city as an interesting destination otherwise people will just stick with online shopping</p>
<p>Out of scope - support further use of busses. Smaller busses that don't swing wide around corners into George st</p>
<p>Pedestrianise from moray to Frederick</p> <p>1 way street for emergency, pick up drop offs for shops</p> <p>Disability parking</p> <p>More pocket parks</p>
<p>Pedestrianise from moray to Hanover.</p> <p>More pocket parks</p> <p>Bus, delivery vehicles , bike, disabled cars only</p>
<p>No bus access on George st</p>
<p>Pedestrianise Hanover to Cory</p>
<p>Unwise rates rise to pay for extravagant.</p> <p>Fix more important things such as raw sewage to ocean in south Dunedin. Focus on essentials people can't sit outside in the water.</p> <p>Make affordable for Dunedin people.</p>
<p>Once you have a concept please safety audit for disabled parking etc. consult stake holders, rate payers, businesses.</p> <p>Preliminary phase safety audit again. Before final design</p> <p>Make sure disabled people can get to appointments, emergency vehicles ability to enter.</p> <p>Don't take concept straight to preliminary design.</p>
<p>More greenery.</p> <p>Places for disabled parking but pedestrianise</p> <p>Link somehow to waterfront project</p> <p>More pocket parks</p> <p>Out of scope maybe no lime scooters allowed</p>
<p>Roadshow comment. More seating space. More art flowers and trees, make it more attractive. Having a student vibe there would be awesome.</p> <p>Places for people to meet would be cool. And more safe. If we can have a green area that would be cool , a park space.</p>
<p>Roadshow comment. Making more path space. More seating areas. It's not fun pushing into people when it's busy and you're walking by. More seating areas would be cool and less cars would be great.</p>
<p>Roadshow comment. Would be nice to pedestrianise, gave people sitting out in terraces. People are more likely to socialise and it will be more of a hub.</p>
<p>Roadshow comment. Put a fountain in, looks pretty. Like star fountain.</p>
<p>Roadshow comment . More parking space on George Street,</p> <p>. More events and more multicultural events . Food street festival would be great. Having more seating areas and places to hang out would be good. Channel the traffic and make a quieter space to read on George.</p>
<p>More trees. Roadshow comment.</p>

Roadshow comment . Car free city would be nice. Public transport is too expensive. Evening shopping would be cool, market at night would be cool. A Street night food market would be cool, street carnival thatâ€™s really fun.
More water fountains for drinking. Would be good to talk to the smaller environmental groups about greening the street.
Love all the trees and cafe atmosphere along this block, should definately do more of this
I like the trees along here
more green space and outdoor seating and minimise vehicle traffic, maximise pedestrian/cycle/scooter space
Not a fan of all the secret driveways between buildings coming out onto george st. Great that these parking spaces are available to businesses and residents in the area, but could we redirect traffic to enter and exit on frederick st?
More trees and green space all along george st would be great!
Pedestrianise, or minimise cars all along George st, and maximise cafe/dining space - especially outside.
Why is the next block of George St excluded? I think it would benefit from improvements too, such as better ped crossing from Bath St.
create space or at least options for people to occupy different part of the footpath - would need wider footpaths and less cars
more pedestrians means more money for businesses and a thriving retail area
Wider footpaths if not closed to traffic, outdoor seating and play area for kids with protection from weather.
Roadshow comment: play areas for children.
Roadshow comment: parking spacing areas.
Roadshow comment: more trees and pedestrianise.
Add a bike lane to George St and allow lime scooters access to this. (Change in legislation)
Increased pedestrian accessibility, no cars
Roadshow. Concerned about traffic diversion if pedestrian only. Wants more crossings.
Christmas markets to create a heart for the city. A night market, or china town ala Cuba Street
Completely pedestrianised, lots of staple bike parking & very green. Community garden or edible greenery in the central city so it is accessible. Music space for buskers or a performance space.
Road show comment
Pedestrianise, make it less attractive for cars, 2011 at World Cup was great. More trees
Roadshow
Pedestrian only from Hanover to St Andrew
Roadshow, Increase pedestrian accessibility, like Christchurch where the streets are designed around pedestrians and not cars
Roadshow, Do we have the population to sustain such an upgrade? With the Harbour side upgrade with increased eateries do we need George St upgraded as well. Could we upgrade in stages ie up to Hanover St to reduce disruption
Road show comment: Barnes dance is great. 5 way intersection is mad at school times. Donâ€™t pedestrianise because it there is already not enough streets , but make it more people friendly. More wifi on the streets so people hang out
More car parks, increase pedestrian accessibility

Roadshow, service vehicles only during certain hours
Road show: make it like a shared space garden with lots of different activities and landuses
Roadshow comment: less traffic, more street events, weekend market.
Road show comment: There are still not enough car parks but there will never be enough. So maybe make it easier to use alternative transport
Roadshow comment: pedestrianise George Street between Hanover and St Andrew only
Roadshow
More eating and drinking space, BEANBAGS.
Really like pedestrian only idea
Roadshow
Worry about if closing George st to cars would create more congestion around the Cumberland and Great King
Asian street foodcourt
More green space that people can sit and eat at. Make the mall open to the street. Make the green space usable. Playground area for kids. Promote healthy activities and area like the Christchurch Margaret Mahey area.
More greenery
Green it up!
Roadshow
Reduce times of crossing to lessen congestion
Pedestrian footbridge over road
Roadshow
More seating
Add greenery and modernise the street.
No cars. Make it a walking space.
Pedestrian only with times in the day for cars, drop offs, and pick ups.
More plants
Off topic. Take care of the st Clair poles. Railway stop bus build up visitors
Glow in the dark street. More plantings and trees.
Roadshow comment: make it pretty.
Roadshow comment: add a cycle lane.
Roadshow comment
Facilities for people with disabilities:)
Pedestrianise George Street and add more greenery.
Roadshow comment: Tram running down George Street and loop it down the train stations. Free car parking buildings.
Roadshow comment: revitalise or touch up the old heritage buildings (see Hawkes Bay). Add flower plantings on buildings to hang on the sides.
George Street laneways are hidden gems for Cafe lovers.
We need more child-friendly spaces in the CBD to encourage young families to participate in the central city. Margaret Mahy playground is a good example. It has become a popular destination in the CBD for young families to have fun with their kids, while they go shopping or participate in social activities. This would be great for parents who use public transport and the ones who live in the city.
More lighting in George st safety
Smoke free as asthmatic

More vegetation
Time it takes to get through town too long.
Planting good& more vegetation
Maybe certain times cars can access George st
Heritage still important.
Disability access easy
Shared space for cars pedestrians. More room for cafes out front
More car parking because people won&t come to town without it
Roadshow - pedestrianise it like Cuba St and Melbournes square. A Po of Maori carvings - Ngai Tahu art. Celebrate Chinese, Maori, Scottish heritage. New York is too crowded, San Francisco is cool.
Roadshow comment - 800 seater multipurpose auditorium for events.
Roadshow comment - pedestrianised with green space, seating areas. Revitalise alley ways Albion Place. No traffic.
Roadshow comment - more music on George st, cheaper shops and more op shops.
Roadshow comment - Close off the street like the Ed Sheeran concert. Have more events.
Roadshow comment: implementing an electric shuttle bus and fully pedestrianise George Street. Having facilities for people with disabilities and widening the street footpath.
Roadshow comment: reduce traffic from Frederick Street to Moray Place.
Totally agree, a tram through the center of the city, out to south Dunedin and maybe looping through the wharf to Uni. Low fares and frequent service would be vital. Could also tie in with larger scale pedestrianisation around the city and park and ride schemes on the outskirts.
Many progressive cities are now moving in this direction
Table, umbrellas and nice walking area. Like Cuba Street.
Would like to see pedestrianised George Street (roadshow comment) as cars are producing way too much carbon in the city, it&s too congested. With the new bus hub there is no need for cars down George Street. With what&s been done in Vogel street it should be extended out to George Street. City needs renewal.
You can't really walk down George Street without hearing a modified car rev up the Street, see cars run red lights, or see pedestrians taking crazy risks. Not to mention walking down George Street as a woman, there have been many experiences of people yelling out the window at you (young people, usually a car full) which is intimidating and gross.
I completely support pedestrian/cycle/tram/service vehicle access only. Further to this I think we need cycle racks at regular intervals.
Agree. I think this needs to include Smokefree and Vape-free outdoor dining. Such as the Fresh Air Project. Smokefree at the very least.
Want Chinese garden feel from Hanover and st Andrew street
More park let&s with seating, should be carrying the green belt through. Roadshow idea. Pedestrian area down George street. Lots of places overseas have nice pedestrian spaces. Sydney isn&t too bad either.
Agree! I think we do need to still allow car parks for shopping and quick run ins (e.g. to the banks or to the cafes for a coffee). I think it would be great to have a greater amount of P5/P30/P60 parks away from George Street (as I would like to see it completely pedestrian/cycle only).

<p>I was just thinking this when I clicked on your comment. I've seen them in Bordeaux too and they're amazing. Very well used, with electronic time monitoring and always on time concludes my experience with them. I think a tram in the middle of the street with trees and seating alongside the street by the footpath would be awesome!</p>
<p>No vehicles going south to octagon from Hanover street.</p>
<p>Totally agree with this. The days are gone when you expect to park right outside your destination in the central city. And why would you drive down George Street unless it was an emergency! The benefits of full pedestrianisation outweigh the benefits of keeping cars in George St. Another parking building may not be the answer - why would we want to encourage more people to drive into the central city? We have a great bus service - why don't more people use it?</p>
<p>Princes St is the next upgrade project the DCC will focus on after George St. You'll be able to give your feedback on this project too.</p>
<p>Close George St to traffic from St Andrew to Frederick Sts. This would provide lots of space for outdoor dining, events, music, busking, art and children's play equipment. It would provide many more reasons to visit the Central City than just shopping and eating. It would liven up the Central City and be great for businesses.</p>
<p>If George Street down to Octagon cannot be fully pedestrianised, introduce a system where only fully electric vehicles can access the street and roadside parking - and even then, it should work like a parking garage - a limited number of cars allowed in at any point in time. This should still allow delivery vans to do their runs but they'd be forced to be 'greener'. Less polluted and less noisy city centre would be much more appealing.</p>
<p>Yes, a park & ride concept where large parking areas are available on the outskirts, one pays for parking as per usual and then catches a bus/tram into the centre, cost of which is already covered by the parking ticket itself.</p>
<p>Yes, a quiet hop-on hop-off ELECTRIC tram - given the area is flat it should not be an issue. Seen these at the city of Nantes and they are remarkable. Would need one going right down to St Clair but that's well out of scope I suppose.</p>
<p>Turn George St into a pedestrian area where cyclists are allowed please! Barnes dance traffic lights at St Andrew St, Hannover St and Frederick St intersections.</p>
<p>This intersection is terrible for everyone. I suggest a roundabout, maybe flat enough so trucks and buses can partially drive over. Maybe raised platforms for pedestrians to cross the road. How about a Barnes dance traffic light that switches the whole thing from a roundabout intersection to a barnes dance?</p>
<p>More things for kids</p>
<p>Pedestrianise it, more greenery and more space, more seats. Porirua city seating transformed the space. Nice seating, and lots of greenery. Might open up opportunities for pop up spaces for people to do something. Cars don't shop or interact, no lime scooters too.</p>
<p>Temporary Bollards would be good. Businesses have to be able to work. Service vehicles have to be able to get in. Access times would be good. Flexible not fixed.</p>
<p>Less cars, more cafes</p>
<p>More barn dance crossings</p>
<p>More trees</p>
<p>Access times pedestrianise during the day and will be good for tourists.</p>
<p>Pedestrianise George Street. Convenient forms of access into the city would be nice like parking on the outside and then get shared transport in. Hanover to st Andrew Street pedestrianise.</p>

Something more colourful would be nice, as well as pedestrianisation. Hotels for all the people.
Glad the buses are coming off George street
We want to upgrade the city so go for it
Close the octagon to traffic
Thank you for engaging the community in this consultation before the design
Help disabled people and people with access issues get to the city to start with
Street cafes and making life on street required
Drinking fountains
George street is outdated and not amazing looking
Big play area like Margaret Mathew in chch
Change the footpaths and allocate space for all modes ie walking, limes, bikes and cars
Scooter park or skatepark
Connect the waterfront to the cbd
We love you are thinking about the future
Close off half of octagon.
Old buildings are part of the feel, Wellington waterfront and Cuba street and easy access to everything would be great,
More drinking fountains
More greenery would be nice. Laneways would be cool
Parking emerges that enter your car licence plate instead of having to keep going back to your car
Talk to businesses about their requirements
Close octagon and George street to traffic
Need to do something because shops are empty. Like the bold stuff!
Street lighting on main thoroughfares, safety hazard. Nobody wants to pedestrianise George Street. No one does the 30km. Only 6 cops on at any one time so safety needs to come first.
Would like to see the octagon closed and have more bars and shops. George needs to be freshened up, wider footpaths.
Wider footpaths would be cool, cafes expanding out onto road; more nightlife down George. Opening up some tunnels for cafes etc. there's nothing to do for young people that's inexpensive. 18-25yr old have nothing to do during the day. Octagon - lower octagon closed off for pedestrians!
Make George Street pedestrian only to this point (deliveries, busses and taxis still allowed, but must go slow). Trams up George Street. Stuart Street pedestrian too from octagon to the train station. Octagon pedestrian zone.
There's a lot of pedestrian traffic here. It can be quite challenging to cross the road, so something to help pedestrians cross from the mall to the shops along the other side of George st?
Absolutely! I 100% agree. There are a lot of backpackers and hotels along princes st and our tourists feel quite removed from the city and like they're in a dodgy part of town along that stretch of princes st between manor place and Stafford st. It could be a wonderful place to improve Dunedin!

I like that the pedestrian crossings have changed in so many of the intersections along here, however as a driver the position and size of the green walking man is actually quite large and can be mistaken at night for a green light. It would be easy to mistakenly run a red traffic light on a green pedestrian light and hit a pedestrian who is difficult to see in the dark. I wonder what can be done with the size/position of the lights to limit this visibility issue.
The alley cantina alleyway is really interesting and could be enhanced with more lights, seating and artwork
There are some really cool cafes here. Encouraging outdoor dining along the footpath would be a great way to enhance the streetscape.
Raised parts of the road (like speed bumps), along with different pavement treatment outside the main entrance to the Meridian would be helpful to slow down traffic and reinforce pedestrian importance.
This laneway in particular could do with redevelopments along with any on George St. It already looks tired, and would draw from any overall amenity upgrades on the street.
I support at partial pedestrianisation of George Street, particularly between St Andrew and Hanover Streets. Footpaths should generally be widened, with less (but not entirely removed) parking. I think that any change like this, however, should come with a decent amount of funding earmarked for a new dedicated parking building nearby - pedestrianisation and widened footpaths on George St would undoubtedly exacerbate existing parking shortages in the area.
Pedestrian mall would be nice , vehicle access remain in after hours but not all day. Would be cool to have parking near the waterfront instead ten just walk over
Donâ€™t need to have car parking down George but should have same amount of vehicle access as before so no need for long car parking times / car parks
Old buildings must be kept
Roadshow comment ~ need a hotel or something , for people to stay in. More accomodation.
Why about a public tram that runs from the University through the octagon and even all the way to st Clair. It would be great for visiting tourists and it would mean a few less buses on the road. Perhaps it could contribute to the revitalisation of Princes st as well which is currently an eyesore and a dead space.
Perhaps the focus should be on the development of Princes street rather than George street?! Princes street has become a redundant area & itâ€™s an eyesore. Building owners have left buildings to ruin, lots are empty some even have plants growing in them. Perhaps some trees down the middle of Princes street or a tram system. It needs a facelift like Vogel street! Make it a desirable area for cafes and shops.
Disagree with comments to make George street pedestrian only I donâ€™t think it adds any value and if anything takes away from the ability of some to use this space
This intersection really breaks up the walkability of George St. It's a mission to get from one side to the other while dealing with the all the (5+) vehicle phases. Something needs doing here...
LOVE all the cafes along here with outdoor seating. It just sucks having a coffee outside with lots of loud cars and buses going by - would be great to have a shared space along here where all the eateries are
There's very little protection from the elements between the location of the upcoming bus hub and George St. I suggest wider, sheltered footpaths along St Andrew St between George St and the bus hub.

Really dislike all the onstreet parking here. This is prime land with incredibly high value - the general ratepayer base is subsidising storage of private vehicles in these spaces (parking fees definitely don't cover this land value). Parking should be removed from George St and a dedicated parking building should be built nearby, like how Chch has done it with their new central city (less on street parking, and large dedicated buildings)
Prioritise buses running east and west through this intersection, to allow easy access of Upper Stuart St buses to the bus hub
After the bus hub goes live there'll be heaps of buses turning from either Frederick or Hanover onto George St to head north. There should hence be bus priority lights at this intersection to allow for smooth running of the public transport service.
So disabled parking should be close by, but still needn't be on George St. Other cities manage this fine with disabled parking one street over
Pedestrian friendly George Street: no cars, only public transport allowed
Improve the canopies so they are attractive with neat signage
Are we encouraging building owners to have apartments and roof gardens above George Street? This would be good for building owners, housing shortage and biodiversity and more!
I would like to see parklets all over Dunedin that include places to sit and rest - including on George Street - old bus stops?
Provide seating, greenery, shade/shelter for people to study/eat/hang out
Add seating, greenery and shade/shelter so people can hang out and eat/study/hang out
Roadshow comment
Love the architecture on George street
Roadshow comment
Don't close the road to traffic, I have a disabled child and I need to be close to shops and have car parking. I prefer to drive down George Street as I travel around the city as it is quicker
Roadshow comment
More greenery and vegetation a must
Roadshow Comment
Pedestrianise between Moray Place and Hannover St
Roadshow comment
Pedestrianise st Andrew st
Roadshow comment
Close a lane on junction of George Street and London Street
Roadshow comment
More recycling hubs
Roadshow comment
Love to celebrate our whole heritage

roadshow comment
Design shared space and put in drop bollards to close for shopping at weekends and open to cars in the week
Roadshow comment
More street cafes
ROADSHOW COMMENT 7/2/19
More play areas
This bus stop is used by heaps of people every day going to and from University to work or study, yet it has no covered protection or dedicated seating. I understand that buses will still run down here after the hub opens so a much better, larger, proper bus stop is needed here.
Wider footpaths but retain dedicated roadway, however remove parking to make room for cafe seating and more greenery.
Shared space, like the new section of Castle St in the University campus.
Pedestrianise, like Cashel St in Christchurch.
I really like the alleys and lanes off George street. Where they are public spaces they add a lot of character. They are also a cool insight into our built heritage and frame the George street street scape
Clearer signage of laneways between George Street and parallel streets
The area in George street between moray place and Hanover street should be pedestrian only With landscaped planters, street art , seating and promotion of street performers outdoor eating facilities - adequate min 1 hour parking times must be provided on side streets the octagon should be made pedestrian only too, I am a dedicated car user and a shopaholic and there needs to be balance in a city for everyone