

Traffic and Parking Bylaw 2026

Statement of Proposal

This statement of proposal for this special consultative procedure is prepared under section 22AD of the Land Transport Act 1998, and sections 83 and 86 of the Local Government Act 2002.

INTRODUCTION

The Dunedin City Council has reviewed and is proposing amendments to the Traffic and Parking Bylaw 2010 and welcomes your feedback on the proposed changes.

BACKGROUND

The Dunedin City Council's Traffic and Parking Bylaw (the Bylaw) was established in 2010. The Bylaw is made under the Land Transport Act 1998 (LTA) and enables the Dunedin City Council (the Council) to balance competing demands for road space and keep people safe by establishing and enforcing traffic and parking restrictions within the Council's district, including on delegated state highways.

The current Bylaw is supported by a Geographic Information System (GIS) bylaw database that includes all on-street parking prohibitions, restrictions, and limitations, as indicated by traffic control devices, signs, and road markings. This database is available for public viewing on the Council's website. When parking restrictions are updated, these changes are added to the database so that the public is informed. Dunedin's current parking controls are available online at: [Map of different parking controls around Dunedin - Dunedin City Council](#).

Between 2010 and today, changes in the technological, social, and legal context mean that some sections of the Bylaw need to be brought up to date. The Council is also currently developing a Parking Strategy that will guide the supply and management of parking in the city. The amendments proposed following our review will make sure the Bylaw is fit for purpose for future changes and well aligned with the forthcoming Strategy.

PROPOSAL

Overall, the Bylaw is working well to regulate traffic and parking restrictions in Dunedin. The proposed changes in the Traffic and Parking Bylaw 2026 are relatively minor in nature, and provide greater clarity, remove redundancy, and update terminology with the latest changes in technology and legislation. New clauses in the Bylaw add important clarifications around how resolutions are made and conditions under which permits are granted. Some proposed changes add more guidance to existing clauses and clarify some exemptions to traffic and parking restrictions. Changes proposed to the Bylaw are summarised in three categories below.

1. Inserting new clauses to improve flow and provide clearer guidance

- Proposed changes to the Bylaw will introduce new standalone clauses to improve the flow of the Bylaw, make clearer provision for resolutions on matters in the Bylaw, and make clearer provision for the types of parking permits and types of parking areas.
- In practice, these proposed changes do not change how traffic and parking regulations and restrictions operate on the ground, but they are intended to provide a clearer structure and guidance in the Bylaw.
- For some of the proposed changes, new clauses are introduced to either align with terminology in updated legislation (e.g. proposed new clause 25: Shared zones), or to strengthen the ability of the Council to regulate issues that may affect the community (e.g. proposed new clause 26: Engine braking).

2. Updating clauses to be more specific, provide exemptions and to add a new defence

- A few of the proposed changes update existing clauses to be more specific (e.g. about the types of vehicles that can access reserved parking).
- Some changes add important exemptions to certain clauses to ensure better access to parking for vehicles providing essential services (e.g. network utility operators).
- A new parking defence is also proposed in clause 30 (where a person proves that their act or omission was to avoid the death or injury of any person).

3. Minor changes to update terminology and improve clarity

- Many of the proposed changes will update the Bylaw to reflect the latest changes to technology, terminology and legislation, and to improve the overall flow of the Bylaw.
- Key proposed changes to improve clarity include adding more definitions into clause 4: Interpretation of the proposed Bylaw, and amending definitions where technology has changed or where definitions have been updated in the LTA or the Land Transport (Road User) Rule 2004.
- “Explanatory notes” are also proposed for inclusion throughout the Bylaw to improve the overall readability of the document.



What do you think: should we keep the current Bylaw controls with the amendments and updates proposed, or do you think additional changes are needed?

OPTIONS

1. Inserting new clauses to improve flow and provide clearer guidance

Status quo		
Option		Pros and cons
1A	No structural changes or new clauses introduced into the Bylaw.	<p>Con: Does not reflect current technology, terminology or updates to legislation</p> <p>Con: Does not provide clearer guidance to road users about provisions in the Bylaw, including resolutions, permits and parking areas</p> <p>Con: Does not provide opportunities to regulate engine braking where noise issues are causing a significant disturbance</p>

Proposed changes		
Option		Pros and cons
1B	<p>Part 1: Preliminary provisions</p> <p>Add new subclause 4.3 noting that while beaches are classes as roads, the Dunedin City Council Reserves and Beaches Bylaw sets out all permitted activities and regulations related to beaches</p> <p><i>Reason: Clarifies that there is an existing Council Bylaw that regulates reserves and beaches</i></p>	<p>Pro: Provides more clarity on how beaches are regulated</p> <p>Pro: Avoids duplication with an existing Council Bylaw</p>
1C	<p>Part 2: Resolutions and permits made under this Bylaw (new section)</p> <p>Add new clauses on:</p> <ul style="list-style-type: none"> - Resolutions (clause 5) - Permits (clause 6) <p>Add that a traffic management plan, site location plan, and corridor access request may be required when applying for a permit (subclause 6.5)</p> <p><i>Reason: To provide greater clarity about the process for Council resolutions and permits (which is important to align with the future Dunedin City Parking Strategy).</i></p>	<p>Pro: Provides more clarity about how resolutions are made (and what a resolution may cover) and provides process and other requirements for certain types of permits</p> <p>Pro: Aligns with the intent of the future Dunedin City Parking Strategy</p>
1D	<p>9. Parking spaces, parking places, transport stations, payment parking areas, time-restricted areas, other reserved areas and zone parking areas (new clause, building on clause 13.3 Stopping, standing and parking of the current Bylaw)</p> <p>Add “parking spaces,” “parking places,” “time-restricted areas,” and “other reserved areas” to those current areas that Council may by resolution reserve, and make provision for conditions and possible charges.</p> <p><i>Reason: To provide greater clarity and provide for emerging needs such as designated parking for mobile trading places, micro-mobility parking, and oversized vehicle parking.</i></p>	<p>Pro: Provides more clarity about the types of areas that Council can, by resolution, reserve for particular types of parking and the restrictions that may apply</p> <p>Pro: Updates the Bylaw to provide for emerging parking needs</p>
1E	<p>10. Time-restricted parking (new clause, building on subclause 13.3.2 of the current Bylaw)</p> <p>Add new clause setting out conditions for time-restricted parking.</p> <p><i>Reason: To provide greater clarity of the circumstances for time-restricted parking.</i></p>	<p>Pro: Provides more clarity about conditions for time-restricted parking</p>

Proposed changes		
Option		Pros and cons
1F	<p>11. Payment parking <i>(new clause, building on clause 13.4 Metered areas, parking meter zones, and zone parking of the current Bylaw)</i></p> <p>Update terminology to “payment parking” to reflect current technology (removing references to “metered parking”).</p> <p>Add a control to proposed subclause 11.3 that fees start again should a vehicle be moved and reoccupy a parking space within the zone within 30 minutes.</p> <p><i>Reason: To update definitions with current technology and terminology, and to provide added clarity on how fees are applied.</i></p>	<p>Pro: Updates the Bylaw to align with updated parking technology</p> <p>Pro: Adds a control to ensure vehicles are not re-occupying the same parking space within 30 minutes without payment (which helps encourage parking turnover)</p>
1G	<p>12. Residents’ parking <i>(new clause)</i></p> <p>Add a new clause to provide more clarity on how residents’ parking is developed and regulated, including terms and conditions for available permits. Allow specific classes of vehicles to park in residents’ only parking areas (subclause 12.7).</p> <p><i>Reason: To provide greater clarity of the circumstances for residents’ parking and where exemptions apply.</i></p>	<p>Pro: Provides more clarity about conditions for residents’ parking and the types of residents’ parking areas</p> <p>Pro: Improves parking access for vehicles providing essential services to residential areas</p>
1H	<p>14. Other reserved parking <i>(new clause)</i></p> <p>Add different classes of vehicle that reserved parking may include, e.g. micro-mobility devices, buses, mobile traders, etc. (subclause 14.1).</p> <p>Allow specific classes of vehicles such as cycles, electric scooters, other micro-mobility devices, electric vehicles, small passenger service vehicles, distribution goods vehicles, car share vehicles, mobile traders, etc. to park in other reserved parking areas (subclause 14.2).</p> <p><i>Reason: To provide greater clarity on other parking areas that Council could reserve, and update with latest vehicle types.</i></p>	<p>Pro: Provides definitions of the different classes of vehicles that may be considered for reserved parking areas</p> <p>Pro: Improves opportunities for parking for existing and emerging classes of vehicles</p>
1I	<p>18. Motorhomes, heavy good vehicles, immobilised vehicles and trailers <i>(new clause, building on subclause 13.3.3 of the current Bylaw)</i></p>	<p>Pro: Provides more clarity on how these vehicles are regulated, and aligns with updated legislation</p>

Proposed changes		
Option		Pros and cons
	<p>Incorporate current subclause 13.3.3 (which specifies a 7-day parking limit unless the vehicle can be easily moved) into new clause 18. <i>Motorhomes, heavy goods vehicles, immobilised vehicles and trailers</i>, and change day limit to 5 days instead of 7.</p> <p><i>Reason: To provide more clarity on how these vehicles are regulated, and to update the Bylaw to align with the 5-day requirement in the Land Transport (Road User) Rule 2004, section 6.19.</i></p>	
1J	<p>Part 4: Vehicle and road use and traffic movement restrictions</p> <p>24. Shared paths and cycle paths (<i>new clause</i>)</p> <p>Insert new clause 24 on resolution and restrictions surrounding shared paths, cycle paths and cycle lanes, and add “shared path” as a new term.</p> <p><i>Reason: To provide greater clarity about how these paths are provided for, and to reflect current terminology.</i></p>	<p>Pro: Provides more clarity for both road users and the Council, and aligns with current legislation</p>
1K	<p>25. Shared zones (<i>new clause</i>)</p> <p>Insert new clause 25 on resolutions and restrictions surrounding shared zones, and add “shared zone” as a new term.</p> <p><i>Reason: To provide greater clarity about how these paths are provided for, and to reflect current terminology.</i></p>	<p>Pro: Provides more clarity for both road users and the Council, and aligns with current legislation</p>
1L	<p>26. Engine braking (<i>new clause</i>)</p> <p>Insert new clause specifying that Council may prohibit or restrict engine braking where the permanent speed limit does not exceed 70 kilometres per hour.</p> <p><i>Reason: To ensure provisions are in place to address noise issues caused by engine braking.</i></p>	<p>Pro: Improves opportunities for engine braking to be restricted or prohibited in areas where noise issues are causing a significant disturbance</p>
1M	<p>27. Unformed roads (<i>new clause, but currently regulated under other Council Bylaws</i>)</p> <p>Add that Council may restrict motor vehicle use on unformed roads (which is currently restricted under the Council’s Restriction of Traffic Bylaw and Restriction of Traffic on part of Halfway Bush Road and Friends Hill Road).</p>	<p>Pro: Provides the logical setting for unformed legal roads to be regulated, given this Bylaw has as a purpose the control of vehicular or other traffic on any road.</p> <p>Pro: Strengthens environmental and safety protections around unformed roads</p>

Proposed changes	
Option	Pros and cons
<p><i>Reason: To provide more guidance on use of unformed roads and consolidate guidance under one Council Bylaw.</i></p>	<p>Pro: Allows the Council to consider whether the two additional bylaws are necessary, and consider streamlining how unformed roads are regulated</p>

2. Updating clauses to be more specific, provide exemptions and to add a new defence

Status quo	
Option	Pros (✓) and cons (X)
<p>2A No updates made to add more specific detail to certain clauses, include exemptions or provide a new possible defence against a parking offence</p>	<p>Con: Does not provide additional clarity on how certain clauses apply</p> <p>Con: Does not provide opportunities for a parking offence committed to avoid endangering others' safety to be reconsidered</p>

Proposed changes	
Option	Pros (✓) and cons (X)
<p>2B Part 3: Parking 8. Temporary discontinuance <i>(clause 13.6 of the current Bylaw)</i></p> <p>Add types of situations where temporary discontinuance of a parking space may occur (subclause 8.3).</p> <p><i>Reason: To give clear examples of how this clause applies to real-world situations.</i></p>	<p>Pro: Provides more clarity on the scenarios in which parking spaces could be temporarily discontinued under this clause</p>
<p>2C 16. No parking on certain parts of the road <i>(clause 13.3 Stopping, standing and parking of the current Bylaw)</i></p> <p>Add types of exemptions for no parking on certain parts of the road (subclause 16.4), e.g. if a vehicle has run out of motive power.</p> <p><i>Reason: To provide greater clarity and guidance on exemptions to no parking restrictions.</i></p>	<p>Pro: Provides more guidance on scenarios where exemptions apply to no parking restrictions</p>
<p>2D Part 5: Offences and penalties 30. Parking defences <i>(clause 13.22 of the current Bylaw)</i></p>	<p>Pro: Improve opportunities for an offence committed to avoid endangering others' safety to be reconsidered</p>

Proposed changes		
Option		Pros (v) and cons (X)
	<p>Add to the list of parking defences “to avoid the death or injury of any person” (proposed subclause 30.1(c)).</p> <p><i>Reason: To provide more provisions for reviewing a parking offence committed to avoid endangering others’ safety.</i></p>	

3. Minor changes to update terminology and improve clarity

Status quo		
Option		Pros (v) and cons (X)
3A	No updates made to the Bylaw to update terminology or improve clarity.	Con: Does not reflect current technology, terminology or updates to legislation

Proposed changes		
Option		Pros (v) and cons (X)
3B	<p>Part 1: Preliminary provisions</p> <p>4. Interpretation (subclause 13.1.2 of the current Bylaw)</p> <p>Add:</p> <ul style="list-style-type: none"> - Act - Berm - Car share vehicle - Class of vehicle - Corridor access request - Disabled person - Electric scooter - Micromobility device - Motor home - Oversized vehicle - Parking - Parking space - Payment parking area - Permit - Prescribed fee - Reserved parking area - Resolution - Shared path - Shared zone - Taxi - Time restricted parking area - Traffic - Traffic management plan - Unformed road - Vehicle crossing <p>Amend:</p>	<p>Pro: Provides more clarity about how terms are defined, aligns with current legislation and reflects up-to-date technology and terminology</p>

Proposed changes		
Option		Pros (✓) and cons (X)
	<ul style="list-style-type: none"> - Mobility parking area (replace “Operation mobility parking space”) - Parking machine (replacing “Pay and display parking meter”) - Zone parking (expand the definition in the current Bylaw) <p><i>Reason: To provide greater clarity and to update with current technology and terminology, with definitions aligned with the Land Transport Act 1998 and the Land Transport (Road User) Rule 2004.</i></p>	
3C	<p>15. Parking in restricted and line-marked parking spaces (clause 13.3 Stopping, standing and parking and clause 15. Parking in restricted and line-marked parking spaces, of the current Bylaw)</p> <p>Add “or moped” to subclauses specific to motorcycle parking.</p> <p><i>Reason: To include updated reference to mopeds as subject to the same parking criteria as motorcycles.</i></p>	Pro: Reflects up-to-date technology and terminology
3D	<p>27.2 Explanatory note (subclause 13.3.4 of the current Bylaw)</p> <p>Move current subclause 13.3.4 into an “explanatory note” linked to proposed subclause 27.2 regarding regulation of machinery, equipment, materials, etc. in the road.</p> <p><i>Reason: To remove unnecessary duplication with the Council Roading Bylaw, which regulates “things in the road.”</i></p>	Pro: Removes duplication with what is enforced under the Roading Bylaw
3E	<p>Throughout the Bylaw</p> <p>Add “explanatory notes” to provide examples and use cases of certain clauses.</p> <p>Add subclause 4.5: “Explanatory notes are not part of the Bylaw, and the Council may add, amend or delete explanatory notes at any time without amending the Bylaw.”</p> <p><i>Reason: To add additional clarity for the reader on how parts of the Bylaw work in practice, and provide the ability for these to be updated as needed</i></p>	Pro: Improves the readability of the Bylaw and gives the Council flexibility to add, amend or delete explanatory notes at any time without amending the Bylaw, which helps keep the Bylaw up to date

LOCAL GOVERNMENT ACT 2002 CONSULTATION PROCESS

The Council is making this Bylaw under the Land Transport Act 1998 (LTA). Section 22AD of the LTA sets out that bylaws made under the LTA must be consulted on as provided for in section 156 of the Local Government Act 2002 (LGA). If a special consultative procedure is used, that provides for the statement of proposal to include a report on any relevant determinations made under section 155 of the LGA. The Council made those determinations at the following meetings:

- At their meeting of 30 October 2023, the Council [determined](#) that a bylaw is the most appropriate way to address issues relating to managing traffic and parking in Dunedin.
- At their meeting of 25 March 2026, the Council determined that the proposed Traffic and Parking Bylaw 2026:
 1. is the most appropriate form of bylaw, and
 2. does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

The intent of the Bylaw is to support a transport network that is safe, efficient, and accessible for all users. The Bylaw may have implications for the right to freedom of movement in the New Zealand Bill of Rights Act 1990. However, limiting the movement of vehicles and restricting where they park (in some places and for specified reasons) is a proportionate response to support a safe transport network, and is considered a justified limitation for the prevention of harm.

RELATED DOCUMENTS

Attachment 1: Proposed Traffic and Parking Bylaw 2026

Attachment 2: Proposed Traffic and Parking Bylaw 2026 submission form

Current Bylaw: [Traffic and Parking Bylaw 2010](#)

HAVE YOUR SAY


The Council wants to know what you think about the proposed changes to the Traffic and Parking Bylaw 2026, and the options we've set out above.

Please fill out the feedback form so we can take your views into account.

Where to from here?

- The public submission period closes at **5pm, 27 May 2026**.
- Hearings will be held in mid to late June. During hearings, you can verbally present your position to the Councillors.
- The Council considers submissions and decides on any changes to the Bylaw.
- The Council adopts the reviewed Bylaw.

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 DUNEDIN kaunihera CITY COUNCIL a-rohe o Ōtepoti	
TRAFFIC AND PARKING BYLAW 2026	
Traffic and Parking Bylaw 2026	
Approved by:	The Council
Date approved:	Approved by the Dunedin City Council in February 2010. Review approved by the Dunedin City Council in TBD 2026 .
Date of effect:	Original date of effect: 1 March 2010. Review date of effect: TBD 2026 .
Reviewed:	2026
Next review date:	2036
DOC ID:	

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PART 1 – PRELIMINARY PROVISIONS

1. Short title and commencement

- 1.1 This Bylaw is the Dunedin City Council Traffic and Parking Bylaw 2026 (Bylaw).
- 1.2 This Bylaw comes into force on **TBD 2026**.

2. Scope and application

- 2.1 This Bylaw applies to all roads under the care, control, or management of Dunedin City Council.
- 2.2 This Bylaw is made under the Land Transport Act 1998 (LTA).

3. Purpose

- 3.1 The purpose of this Bylaw is to set out the requirements for parking and control of vehicular or other traffic on any road or area under the care, control or management of the Council.

4. Interpretation

- 4.1 In this Bylaw, unless the context otherwise requires:

Act means the Land Transport Act 1998.

Authorised Officer means any person appointed or authorised by the Council to act on its behalf and includes an Enforcement Officer.

Berm means an area whether laid out in grass or not, between the roadway, and the footpath or property boundary and which may include an area behind a kerb.

Car share vehicle means a vehicle operated by an organisation approved by the Council to provide its members, for a fee, access to a fleet of shared vehicles which they may reserve for use on an hourly or daily basis.

Class of vehicle means groupings of vehicles defined by reference to any common feature and includes:

- (a) vehicles by type, description, weight, size or dimension;
- (b) vehicles carrying specified classes of load by the mass, size or nature of such loads;
- (c) vehicles carrying no fewer or less than a specified number of occupants;
- (d) vehicles used for specified purposes;
- (e) vehicles driven by specified classes of persons.
- (f) carpool and car share vehicle; and
- (g) vehicles authorised by, or displaying a permit authorised by the Council.

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Corridor Access Request means an application to carry out any work or activity that affects the normal operation of the road, footpath and grass berm prior to performing the work or activity.

Council means the Dunedin City Council (DCC) and may include any person authorised by the Council to act on its behalf.

Disabled person has the same meaning as in section 2 of the Disabled Persons Community Welfare Act 1975.

Electric scooter is a vehicle, designed in the style of a traditional push scooter, with a footboard, two or three wheels, a long steering handle and one or more electric auxiliary propulsion motors, but the wheels must not exceed 355 millimetres and the motor cannot have a maximum power output exceeding 300 watts.

Enforcement Officer means:

- (a) any person who has been appointed as an enforcement officer by the Council under the Local Government Act 2002; or
- (b) any person who is an enforcement officer under the Land Transport Act 1998.

Micro-mobility device means transportation using lightweight vehicles such as wheeled recreational devices, skateboards or scooters whether electric or not, and other electric devices whether or not forming part of a self-service scheme in which people hire vehicles for short-term use within a town or city.

Mobility parking area means any reserved parking area for the use of disabled persons as defined by the mobility parking permit application criteria issued by the relevant authority.

Motorhome means any vehicle designed or converted to be used for human habitation, whether self-contained or not, and includes a caravan, campervan, or house truck.

Oversize vehicle means a single vehicle or combination of vehicles and trailers that will not fit into a standard sized parking space. This includes, for example, motorhomes, trucks and vehicles towing trailers or other vehicles.

Parking has the same meaning as in section 2 of the Land Transport Act 1998 and includes stopping and standing a vehicle.

Parking machine means an electronic or mechanical device used to collect payment for parking and includes equipment used to monitor the parking of any vehicle.

Parking place means a road, part of a road, or group of roads, land or building owned or controlled by the Council where the Council has authorised vehicles, or any class of vehicles to wait.

Parking space means an area within a parking place whether demarcated or not by markings, in which a vehicle may park.

Payment parking area means a road, part of a road, or group of roads, land or building owned or controlled by the Council, to be used for parking subject to payment, by way of a parking meter, a Pay and Display machine, In-Car Meter, or any other method of payment for parking as determined by the Council.

Permit means an electronic or paper/card permit, or other written permission provided by the Council under this Bylaw or a previous bylaw, which authorises certain conduct

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or activity, such as authorising the vehicle displaying the permit to be parked in a particular parking area.

Prescribed fee means New Zealand coin, token, card, prepaid parking device, or other system of payment prescribed by the Council pursuant to this Bylaw as the fee payable for parking in a parking space.

Reserved Parking area means a road, part of a road, or group of roads, land or building owned or controlled by the Council, reserved by the Council for the exclusive use of a particular class or classes of vehicle.

Residents parking permit means a permit (physical or electronic), authorising a vehicle to park in a parking space or area that has been authorised by the Council as part of a "Residents' only parking area" or a "Residents' exemption parking area."

Residents' only parking area means a road, part of a road or group of roads, land or building owned or controlled by the Council for the exclusive use of persons who reside in the vicinity.

Residents' exemption parking area is a road, part of a road or group of roads, land or building owned or controlled by the Council where persons who reside in the vicinity are exempt from some or all parking restrictions.

Resolution means a motion that has been adopted by a meeting of the Council.

Road has the same meaning as in section 2 of the Land Transport Act 1998, and includes:

- (a) parking places and transport stations,
- (b) state highways for which the New Zealand Transport Agency Waka Kotahi has delegated powers to the Council, and
- (c) unformed roads.

Explanatory Note: In the interests of clarity, while beaches are classed as roads, permitted activities and regulations related to beaches can be found in the Dunedin City Council Reserves and Beaches Bylaw.

Shared path means a cycle path, a cycle track, a footpath, or some other kind of path that may be used by some or all or of the following persons at the same time:

- (a) cyclists;
- (b) pedestrians;
- (c) riders of mobility devices;
- (d) riders of micro-mobility devices

Shared zone means a length of roadway intended to be used by pedestrians and vehicles (including cyclists).

Taxi has the same meaning as a "small passenger service vehicle" under section 2 of the Land Transport Act 1998.

Time-restricted parking area means a road, part of a road, or group of roads, land or building owned or controlled by the Council, and authorised by the Council for use with a limit on the length of time for which vehicles may park.

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Traffic means road users of any type and includes pedestrians, vehicles and driven or ridden animals.

Transport station has the same meaning as defined in section 591 of the Local Government Act 1974.

Traffic management plan means a plan that sets out how a safe environment will be created for all road users while an activity occurs, and which complies with New Zealand Transport Agency Waka Kotahi's guidance on temporary traffic management.

Unformed road means any legal road that has not been physically formed, laid out, constructed, or enhanced by adding metal seal, or any other type of surface.

Explanatory Note: Unformed roads may be commonly known as unformed legal roads or paper roads.

Vehicle crossing means the cross-over pads on a footpath or berm that enable a vehicle to access a property adjacent to the road and covers the area of road from where the driveway leaves the legal boundary of the property concerned and continues until the driveway meets the roadway.

Zone parking means an area declared by Council as comprising a number of roads where parking restrictions apply and in respect of which, persons using vehicles within the zone can reasonably be expected to be aware of the application of the parking restriction to the area without the need for the erection of signs at each intersection within the area, for reasons including:

- (a) the nature of the zone;
- (b) the nature of the parking restriction;
- (c) traffic patterns into and within the zone; or
- (d) the nature and number of entry points to the zone.

The extent of the zone is defined by signs at the boundaries advising road users of the control requirements.

4.2 In this Bylaw, unless the context otherwise requires:

- (a) goods service vehicle, heavy motor vehicle, mobility device, motor vehicle, moped, motorcycle, owner, parking, small passenger service vehicle, and vehicle have the same meanings as in section 2(1) of the Land Transport Act 1998; and
- (b) bus lane, cycle, cycle lane, cycle path, driver, electric vehicle, emergency vehicle, footpath, hours of darkness, pedestrian, pedestrian crossing, power assisted cycle, road user, roadway, special vehicle lane and wheeled recreational device, have the same meanings as in clause 1.6 of the Land Transport (Road User) Rule 2004.

4.3 Any undefined words, phrases or expressions used in this Bylaw have the same meaning as in the Act unless the context plainly requires a different meaning.

4.4 The Legislation Act 2019 applies to the interpretation of this Bylaw.

4.5 Explanatory notes are not part of the Bylaw, and the Council may add, amend or delete explanatory notes at any time without amending the Bylaw.

Explanatory Note: for convenience, some of these definitions are reproduced below, in their form as at the date this Bylaw was made. However, the Act and Rules are subject to change, and the wording of the definitions at any particular time should be confirmed in the Act or Rules themselves.

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PART 2 – RESOLUTIONS AND PERMITS MADE UNDER THIS BYLAW

5. Resolutions made under this Bylaw

5.1 The Council may make a resolution under this Bylaw:

- (a) to regulate, control or prohibit any matter or thing generally, or for any specific classes of case, or in a particular case;
- (b) that applies to all vehicles or traffic or to any specified class of vehicles or traffic using a road;
- (c) that applies to any road or part of a road, greenspace adjoining the road, building, or transport station under the care, control, or management of the Council; or
- (d) that applies at any specified time or period of time.

5.2 The Council may subsequently amend or revoke any resolution made under this Bylaw at any time.

5.3 Where the Council makes a resolution under clause 9 of this Bylaw, it is deemed to have authorised the use of the area to which the resolution relates, including any legal road within that area, as a parking place or transport station under section 591 of the Local Government Act 1974.

5.4 Where the Council has made a resolution:

- (a) it must install any signs, markings or other traffic controls that are required under this Bylaw or the Land Transport Rule: Traffic Control Devices 2004 to give effect to the resolution; and
- (b) the resolution will have effect only once any such signs, markings and traffic controls have been installed.

Explanatory Note: All resolutions made by Council under this Bylaw will be displayed on the Council's website.

6. Permits under this Bylaw

6.1 This clause applies to any permit in this Bylaw granted by the Council or an authorised officer and which may provide for an exemption from any requirements in the Bylaw.

6.2 Any permit granted under this Bylaw must be given in writing.

6.3 Any permit given under this Bylaw may:

- (a) include conditions (including the payment of ongoing fees and charges); and
- (b) be granted at the discretion of the Council or authorised officer.

6.4 The Council may, at its discretion, at any time, review any permit given under this Bylaw.

6.5 An authorised officer determining an application may require the applicant to provide further information, such as (without limitation): a traffic management plan, site location plan, a corridor access request or any other documentation regarding the applicant and relevant to the case.

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- 6.6 The Council may:
- (a) determine the criteria for obtaining a permit,
 - (b) determine the process for applying for a permit, including the provision of any information to the Council;
 - (c) set application fees for any permit under this Bylaw, and any application for a permit must be accompanied by the relevant application fee (if any); and
 - (d) set the procedure for determining permit applications.
- 6.7 Any breach of the conditions of a permit granted under this Bylaw:
- (a) may result in the permit being withdrawn; and
 - (b) is a breach of this Bylaw.
- 6.8 Where a permit is required to be held for a residents' only parking area or any other parking area:
- (a) The parking permit must be displayed and be legible and visible on the vehicle (physical permit) or held (electronic permit) for the parked vehicle;
 - (b) The permit applies only to the motor vehicle described in the permit;
 - (c) The permit must be returned to the Council (physical permit) or the Council notified (electronic permit) immediately after the holder ceases to be entitled to the permit; and
 - (d) The permit is valid and effective only during the time specified on the permit and in the street or area specified on the permit.

PART 3 – PARKING

7. General provisions for parking
- 7.1 The Council may by resolution prohibit, restrict or limit the parking of vehicles or any specified class of vehicle on any road.
- 7.2 A person must not park a vehicle on any road contrary to any resolution or permit issued under clauses 5 and 6.
- Explanatory Note: Examples of restrictions include:*
- *prohibiting parking on any roads ("No Stopping");*
 - *prohibiting heavy motor vehicles from parking on roads in residential areas;*
 - *prohibiting trailers and motorhomes from parking in certain locations (e.g. next to slipway entrances); and*
 - *providing for bus stops, taxi stands, etc.*
8. Temporary discontinuance or restriction of parking spaces
- 8.1 An authorised officer may temporarily discontinue or restrict the use of any parking space by placing signage that indicates "No stopping" or installing other appropriate temporary traffic control measures for the parking area concerned.

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- 8.2 An authorised officer may temporarily discontinue the use of a parking space or restrict its use to certain permitted vehicles, classes of vehicle, or items, and, if so, must place or install appropriate signage or other traffic controls to notify these parking restrictions.
- 8.3 Without limiting clauses 8.1 and 8.2, the type of situations where an authorised officer might temporarily discontinue a parking space or restrict its use include:
- (a) enabling a safe response to an incident that has occurred on the road;
 - (b) accommodating road works;
 - (c) accommodating an authorised event;
 - (d) providing a temporary bus stop or bus lane;
 - (e) enabling construction activity on or adjacent to the road;
 - (f) where a permit for an item (such as a container or skip) has been granted; and
 - (g) ensuring sufficient numbers of parking spaces for other purposes such as residents' parking (clause 12), mobility parking (clause 13), and other reserved parking (clause 14), where existing parking for such purposes has been temporarily impacted.
- 8.4 In the event that a parking space has been temporarily restricted, any permitted vehicle using the parking space must pay any applicable parking fees and charges set by the Council.
- 8.5 No person may park a vehicle contrary to any parking controls placed or installed by an authorised officer under this clause.
9. Parking spaces, parking places, transport stations, payment parking areas, time restricted areas, other reserved areas and zone parking areas
- 9.1 The Council may by resolution:
- (a) reserve any road, part of a road, or group of roads, land or building owned or controlled by the Council (or a combination of these) to be a parking space, parking place, a transport station, a zone parking area, a payment parking area, a time restricted area, other reserved area, or any combination of these;
 - (b) designate an area to be a zone parking area and the restrictions that apply in that zone parking area ("zone parking controls"); and
 - (c) specify the classes of vehicle that may or must not use the parking space, parking place, transport station zone parking area, payment parking area, time restricted area, or other reserved area;
 - (d) prescribe any conditions under which a parking space, parking place, transport station, zone parking area, payment parking area, time restricted area, or other reserved area must be used, including (without limitation) conditions relating to days and times for parking, how maximum time periods for parking may be applied, the number and location of parking spaces, and classes of vehicles exempt from conditions;
 - (e) prescribe:

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- (i) any charges to be paid for the use of a parking space, parking place, transport station, zone parking area, payment parking area, time restricted area, or other reserved area;
 - (ii) the manner by which parking charges may be paid; and
 - (iii) the way fees are applied when a vehicle re-parks within a payment area.
 - (f) prescribe any other condition the Council considers necessary for the efficient management and control of a parking space, parking place, transport station, zone parking area, payment parking area, time-restricted area, or other reserved area.
- 9.2 Any restrictions imposed under this clause do not apply to parking spaces or other areas within that parking place or zone where other specific parking restrictions apply.
- 9.3 The Council may grant a permit under clause 6 of the Bylaw, as an exception to any prohibition, restriction or limitation made by resolution under clauses 9.1, 10.1 (Time-restricted parking), 11.1 (Payment Parking), 12.1 (Residents' parking), 13.1 (Mobility parking) and 14.1 (Other reserved parking).
- 9.4 A person must not park a vehicle in a parking space, parking place, transport station, within a payment parking area, a time-restricted area, zone parking area or other reserved area in contravention of any prescribed fee, prohibition or restriction made by the Council, under clauses 9.1, 10.1 (Time restricted Parking), 11.1 (Payment Parking), 12.1 (Residents' parking), 13.1 (Mobility parking) and 14.1 (Other reserved parking), or in contravention to any permit issued under clauses 6 and 9.3.
- 9.5 When a permit is required to be held under this clause and clause 6, it must be displayed prominently inside the vehicle to which the permit relates so that it can be read from outside the vehicle (if a physical permit is being used), or the driver must hold a valid electronic permit for the parked vehicle.

Explanatory Note 1: Clause 9 provides for both on-street and off-street parking that is subject to restrictions. Examples of restrictions include prescribing:

- *the number and location of parking spaces;*
- *when restrictions apply and the length of those restrictions; and*
- *parking charges and the method of payment for those charges.*

If the Council designates an area as a zone parking area, the parking restrictions in that zone may apply to a number of roads.

Explanatory Note 2: Zone parking restrictions apply within the area where people using vehicles can reasonably be expected to be aware of the application of the parking restriction to the area where the area is marked and signs installed at reasonable intervals, without the need for signs at each intersection within the area.

10. Time-restricted parking

- 10.1 Where the Council has made a resolution under clause 9 to create a time-restricted parking area and prescribe applicable conditions to this area, other specific conditions to the type and nature of this area also apply as set out in this clause.
- 10.2 The maximum time period set under this clause will also apply to any vehicle that moves between parking spaces within the same time-restricted parking area within that period.

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- 10.3 The maximum time period set for a time-restricted parking area will not apply to any parking space (or other area) within the time-restricted parking area that has been reserved by the Council for a particular class or description of vehicle under clauses 12 (Residents' parking), 13 (Mobility parking), and 14 (Other reserved parking).

Explanatory Note 1: Any space or part of a time-restricted parking zone may be concurrently part of a payment parking zone.

Explanatory Note 2: If a vehicle leaves a parking space within a time restricted parking zone and re-parks in the same zone more than 30 minutes after leaving, the maximum time period prescribed in this case starts from the time that the vehicle is re-parked.

11. Payment parking

- 11.1 Where the Council has made a resolution under clause 9 to create a payment parking area and prescribe applicable conditions to this area, other specific conditions to the type and nature of this area also apply as detailed below.
- 11.2 A vehicle will be deemed to have remained parked within a payment parking area if it leaves a parking space within that zone, but within 30 minutes of doing so either:
- (a) re-occupies the same parking space; or
 - (b) moves to a different parking space within the same payment parking area.
- 11.3 If a vehicle leaves a parking space within a payment parking area and re-parks in the same area more than 30 minutes after leaving, the applicable fees and charges start again from the time that the vehicle is re-parked, and any first hour free or other similar resolutions made by the Council under this clause do not apply.
- 11.4 The fees and charges set for a payment parking area under this clause will not apply to any parking space (or other area in a road or parking place) in the payment parking area that has been reserved by the Council for a particular class of vehicle under clauses 12 (Residents' parking), 13 (Mobility parking), 14 (Other reserved parking).
- 11.5 Any part of a payment parking area can concurrently also be part of a time-restricted parking area.

12. Residents' parking

- 12.1 The Council may by resolution specify any road, or part of a road, or group of roads, land or building owned or controlled by the Council to be:
- (a) a residents' only parking area for the exclusive use of persons who reside in the vicinity and hold a resident's parking permit; or
 - (b) a residents' exemption parking area where persons who reside in the vicinity and hold a residents' parking permit are exempt from general parking restrictions within this exemption area.
- 12.2 The Council may by resolution prescribe:
- (a) any fees to be paid annually or otherwise, by persons holding a residents' parking permit;
 - (b) the manner by which any such fees may be paid;
 - (c) the days and times applying to the reservation of parking spaces or exemption from parking requirements referred to in clause 12.1;

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- (d) which parking, stopping and standing restrictions permit holders are exempt from within a residents' exemption parking area; and
 - (e) any other conditions the Council considers necessary or desirable for the efficient management and control of all or any part of the reserved residents' parking scheme.
- 12.3 A person applying for a residents' parking permit must meet the terms, conditions, and eligibility criteria set by the Council as made available on the website.
- 12.4 Any person who parks a vehicle in a residents' only parking area must pay the prescribed residents' parking permit fee and display (physical permit) or hold (electronic permit) an approved residents' parking permit.
- 12.5 To be exempt from parking restrictions, including parking charges, any person who parks a vehicle in a residents' exemption parking area must pay the prescribed residents' parking permit fee and to display (physical permit) or hold (electronic permit) a current approved residents' parking permit.
- 12.6 A person must not park a vehicle in a residents' only parking area or in a residents' exemption parking area in contravention of a prohibition or restriction made by the Council under clauses 12.1 to 12.5.
- 12.7 Despite clauses 12.3, 12.4 and 12.6, the following types of vehicles may be parked in a residents' only parking area:
- (a) a service vehicle used by a person providing services to a residence or premises within the residents' only parking area (such as dog control officers, building inspectors, electricians, plumbers, professional carers or health workers);
 - (b) a vehicle used by a network utility operator while carrying out maintenance on the network utility operators within the residents' only parking area; or
 - (c) vehicles being used to pick up or deliver goods to, or in connection with emergency maintenance of, residences or premises within the residents' only parking area.
13. Mobility parking
- 13.1 Where the Council has made a resolution under clause 9 to create a mobility parking area and prescribe applicable conditions to this area for the exclusive use of disabled persons, no person may park a vehicle that does not hold or display a current approved disabled person's parking permit in this area, unless the vehicle is being used to pick up or drop off a disabled person and the vehicle is not parked in excess of any time limits imposed under this clause.
14. Other reserved parking
- 14.1 Where the Council has made a resolution under clause 9 to create a reserved parking area for the exclusive use of a particular class or classes of vehicle and prescribe applicable conditions to this area, no person may park in this area except in the specified class of vehicle for which that area is reserved, unless the person holds a permit from the Council for that parking.
- 14.2 Classes of vehicles include (without limitation):
- (a) motorcycles;

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- (b) cycles, including power assisted cycles;
- (c) electric scooters, wheeled recreational devices and other micro-mobility devices;
- (d) electric vehicles, while in the course of being recharged at an electric vehicle charging station;
- (e) goods service vehicles;
- (f) taxis and other small passenger service vehicles;
- (g) buses and coaches, both public and commercial;
- (h) vehicles in the course of loading or unloading goods or passengers (regardless of the denomination used for the zone such as, but not limited to loading zone, authorised vehicles area, or other);
- (i) vehicles used by pregnant persons or by persons accompanied by infants or young children;
- (j) car share vehicles;
- (k) oversize vehicles, trailers, boats or caravans;
- (l) diplomatic or consular corps vehicles;
- (m) members of the judiciary vehicles;
- (n) medical practitioner vehicles; and
- (o) mobile traders using stands or stalls.

15. Parking in restricted and line-marked parking spaces

15.1 When parking in a parking space, a person must:

- (a) park the vehicle entirely within the markings that indicate the limits of the parking space, so that no part of the vehicle is outside of or overhangs the markings; and
- (b) not park the vehicle in a parking space that is already occupied by another vehicle; and
- (c) if the parking space is parallel to the kerb or footpath, park the vehicle (except a motorcycle or moped) so that it is headed in the same direction as traffic on the side of the road on which it is parked; and
- (d) if the parking space is an angle park, ensure the front or rear of the vehicle (as the case may be) is as near as is practical to the kerb or footpath (or as near as wheel stops permit) but does not overhang the kerb or footpath.

15.2 Despite clause 15.1, a person may park an oversize vehicle or a vehicle that has a trailer attached in two adjacent parking spaces that are in the same alignment, provided it does not overhang any kerb or footpath and the fees are paid as required for both spaces.

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- 15.3 Despite clause 15.1, a person parking a motorcycle or moped may park in a parking space that is already occupied by another vehicle where more than one motorcycle or moped may be parked in a parking space.
- 15.4 Where more than one motorcycle or moped occupies a parking space, or are within a parking zone, each motorcycle or moped is required to pay the relevant parking fee for the space.
- 15.5 A motorcycle or moped may be parked otherwise than parallel to the kerb or footpath if there are no specific signs or markings that do not allow this and provided that during the hours of darkness the motorcycle or moped is sufficiently illuminated to be visible from at least 50 metres.
16. No parking on certain parts of the road
- 16.1 No person may wholly or partially park a vehicle on a berm, verge, kerb, lawn, garden, or other cultivation forming part of a road in an urban area.
- 16.2 No person may wholly or partially park a vehicle on that part of any road which has been separated from the roadway by a kerb that is a paved or other surfaced landscaped area, with or without a planted area, and whether or not it is designed for use by pedestrians.
- 16.3 No person may park a vehicle off a roadway in any reserve, park or similar land used for public recreation, and which is under the Council's control.
- 16.4 A person may park a vehicle in contravention of this clause if:
- (a) that part of the road is designed and constructed to accommodate a parked vehicle; or
 - (b) the vehicle has run out of effective motive power or is in such a state that it cannot be safely driven, in which case the person shall proceed to take action to remediate the situation as soon as possible giving notice to the Council as to when the vehicle is planned to be removed; or
 - (c) the Council or an authorised officer has otherwise given written permit to park a vehicle in that part of the road; or
 - (d) the vehicle enables maintenance or construction work to be carried out on a network utility operator's asset; or
 - (e) the Council, by resolution, has allowed motor vehicles to stop, stand, or park in that part of the road.

Explanatory Note: This clause still allows a person to stop, stand or park a motor vehicle off the roadway where there is no kerb unless otherwise restricted by signs and/or markings. For example, a person may park a motor vehicle off the roadway on a rural road on the grass verge.

17. Parking for display or sale
- 17.1 No person may park a vehicle on any road or parking place for the purpose of:
- (a) advertising a good or service; or
 - (b) offering the vehicle for sale unless the vehicle is being used for day-to-day travel.

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Explanatory Note: Clause 17 is made under section 22AB(1)(zk) of the Land Transport Act 1998: "regulating any road-related matters not addressed by paragraphs (a) to (zj), including (but not limited to) enhancing or promoting road safety or providing protection for the environment."

18. Motorhomes, heavy goods vehicles, immobilised vehicles and trailers

18.1 No person may stop, stand or park a motorhome, heavy goods vehicle, immobilised vehicle or trailer, whether or not the trailer is attached to another vehicle, on any road for a continuous period exceeding five days without the prior written permit of an authorised officer.

18.2 Parking on any road for a continuous period exceeding five days in clause 18.1 includes parking on any road within 500 metres of the original parking place, at any time during that time.

Explanatory Note: The restriction on the parking of trailers to a maximum of a five-day continuous period is consistent with Rule 6.19 of the Land Transport (Road User) Rule 2004.

PART 4 – VEHICLE AND ROAD USE AND TRAFFIC MOVEMENT RESTRICTIONS

19. One-way roads

19.1 The Council may by resolution:

- (a) require vehicles on a specified road to travel in one specified direction only; and
- (b) specify that cycles may travel in the opposite direction on a one-way road.

19.2 A driver of a vehicle must travel only in the direction specified on a one-way road.

20. Left or right turns and U-turns

20.1 The Council may by resolution prohibit or restrict turning movements, including:

- (a) vehicles or classes of vehicles on any road from turning to the right, or to the left, or from proceeding in any other direction; and
- (b) vehicles turning from facing or travelling in one direction to facing or travelling in the opposite direction (performing a U-turn) on specified roads.

20.2 A person must not turn a vehicle to the left, or to the right, or perform a U-turn, or proceed in any other direction on any road where the Council has prohibited or restricted such movements.

20.3 Any resolution made under this clause may be made for a partial restriction that specifies the hours or days of the week that a restricted turning movement may be made.

21. Routes and manoeuvres on roads

21.1 The Council may by resolution prescribe for traffic or specified classes of vehicles routes that must be followed or any turning movements or manoeuvres that must be undertaken at an intersection, or on a road, cycle path or shared path.

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- 21.2 A person must not use a road, shared path or cycle path in a manner contrary to a prohibition or restriction made by the Council.
22. Control of vehicles on roads due to size, nature or goods
- 22.1 The Council may by resolution prohibit or restrict, subject to such conditions as the Council thinks fit, any specified class of traffic or any specified motor vehicles or class of vehicle that, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads.
- 22.2 Notwithstanding any resolution made under this clause and as specified in clause 6 of this Bylaw, the Council may give written permit to contractors in respect of specified construction or similar contracts or projects on restricted roads, subject to conditions if required.
- 22.3 A permit for a vehicle to be used in contravention of any resolution under this clause may be issued for the purposes of:
- (a) loading or unloading goods or passengers at any property whose access is by way of the road; or
 - (b) undertaking maintenance on a road from which it has been prohibited and for which alternative access is not available; or
 - (c) undertaking maintenance of a network utility operator's assets on or near a road from which it has been prohibited and for which alternative access is not available; or
 - (d) undertaking maintenance of public transport infrastructure on or near a road from which it has been prohibited and for which alternative access is not available.
- 22.4 A person must not use a road in a manner contrary to any resolution made under clause 22.1 (unless a permit under clause 22.2 applies).
- 22.5 No stock shall be transported in heavy motor vehicles through urban areas except over the state highway system.

Explanatory Note: Under clause 22, the Council could, for example, prohibit heavy motor vehicles from using certain roads in the city, or cycles from using busy roads in the city.

For any restrictions or conditions for the driving of stock, refer to the Council's Rooding Bylaw.

23. Special vehicle lanes

- 23.1 The Council may by resolution prescribe a road, or a part of a road, as a special vehicle lane that may only be used by a specified class or classes of vehicle.
- 23.2 Any resolution made under this clause must specify:
- (a) the type of special vehicle lane and classes of vehicle that may use the special vehicle lane; and
 - (b) the hours of operation of the special vehicle lane (if any) when it is restricted to specific classes of vehicles.

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- 23.3 A person must not use a special vehicle lane contrary to any restriction made under this clause.
24. Shared paths and cycle paths
- 24.1 The Council may by resolution determine:
- (a) the length, route and/or location of a shared path, cycle path or cycle lane; and
 - (b) priority for users on a shared path, cycle path, or cycle lane.
- 24.2 No person may use a shared path, cycle path, or cycle lane in a manner that is inconsistent with a restriction or priority determined by the Council.
- 24.3 Despite clause 24.2 a person may drive over a shared path, cycle path, or cycle lane where it is necessary to do so in order to access a property that does not otherwise have road access.
25. Shared zones
- 25.1 The Council may by resolution specify any road or part of a road to be a shared zone.
- 25.2 Any resolution made under this clause may specify:
- (a) whether the shared zone may be used by specified classes of vehicles;
 - (b) the days and hours of operation of the shared zone (if they differ from 24 hours per day, 7 days per week); and
 - (c) any other restrictions on how the shared zone is to be used by the public, including how traffic and pedestrians will interact.
- 25.3 Except where the Council has by resolution specified otherwise, no person may stand or park a vehicle in a road specified as a shared zone.
- 25.4 A person must not use a shared zone in a manner contrary to any resolution made by the Council.
26. Engine braking
- 26.1 The Council may by resolution prohibit or restrict engine braking on any road where the permanent speed limit does not exceed 70 kilometres per hour.
- 26.2 A person must not use engine braking on any road contrary to a prohibition or restriction made under this clause.
27. Unformed roads
- 27.1 The Council may by resolution restrict the use of motor vehicles on unformed legal roads for the purpose of protecting the environment, the road and adjoining land, and/or the safety of road users.
- 27.2 A person must not use a motor vehicle on an unformed road contrary to a restriction made by the Council under this clause.

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Explanatory Note: Clause 16 still allows a person to stop, stand or park a motor vehicle off the roadway where there is no kerb unless otherwise restricted by signs and/or markings. For example, a person may park a motor vehicle off the roadway on a rural road on the grass verge.

*Explanatory Note: **Other temporary use of the road and items on roads.** No person may carry out a temporary act that affects the normal operating conditions of a road by operating or leaving any item (such as machinery, equipment, materials, portaloos, skips, waste receptacles, freight containers or other items), on any road unless with the prior written permission of the Council or an authorised officer. The Dunedin City Council Roading Bylaw contains provisions relevant to the use of the road and things on roads and vehicle and object removal.*

PART 5 – OFFENCES AND PENALTIES

28. Offences and penalties

- 28.1 The operation, driving, using or parking of any vehicle in breach of any of the provisions of this Bylaw or any resolution made under this Bylaw is a breach of this Bylaw.
- 28.2 A person who breaches any provision in this Bylaw commits an offence under the Land Transport Act 1998 and is liable to the penalties set out in that Act and the regulations and rules made under that Act.

29. Other offences

- 29.1 In addition, every person breaches this Bylaw and commits an offence who:
- (a) breaches this Bylaw in relation to any permit by:
 - (i) making a false application or supplying false details in an application;
 - (ii) displaying, placing or using a permit on a vehicle for which it was not issued; or
 - (b) interferes with any parking or charging machine (or any part of it) including:
 - (i) causing to be inserted in any parking or charging machine anything other than the prescribed currency or cards;
 - (ii) misusing the parking or charging machine;
 - (iii) tampering with the working or operation of the parking or charging machine;
 - (iv) operating or attempting to operate any parking or charging machine by any means other than as prescribed by this Bylaw or contrary to notice, traffic sign, or marking indicated for the correct operation of that machine;
 - (v) without written authority from the Council, affixing any placard, advertisement, notice, list, document, board or thing on, or painting or writing upon, any parking or charging machine (or part of it); or
 - (vi) wilfully damaging any traffic control sign or parking or charging machine (or part of it).

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30. Parking defences

- 30.1 It shall be a defence to any person who is the driver, or is in charge of any vehicle and who is charged under this Bylaw with an offence concerning parking, if such person proves that the act (or omission) complained of was done:
- (a) in compliance with the directions of the Council or an enforcement officer or a traffic control device or sign;
 - (b) by an enforcement officer or a parking warden and was necessary in the execution of that person's duty; or
 - (c) to avoid the death or injury of any person.

31. Exempted vehicles

- 31.1 This Bylaw shall not apply to emergency vehicles being used in an emergency.
- 31.2 Clauses 7 to 16 of this Bylaw shall not apply to:
- (a) a vehicle operated by medical practitioners such as doctors, district nurses and midwives who are attending an emergency;
 - (b) a vehicle operated by the Council or for the Council such as waste collection vehicle collecting waste during the necessary fulfilment of Council's statutory functions, duties or powers; or
 - (c) a vehicle operated by utility providers whilst engaged in emergency or repair work to a public utility service.

PART 6 – MISCELLANEOUS

32. Revocations and savings

- 32.1 The Dunedin City Council Traffic and Parking Bylaw 2010 is revoked.
- 32.2 Despite previous clause 32.1, the schedules of the Dunedin City Council Traffic and Parking Bylaw 2010 remain in force for the purposes of this clause.
- 32.3 Any approval, permit or other act of authority which originated under or was continued by the Bylaw revoked in clause 32.1 that is continuing at the commencement of this Bylaw, continues to have full force and effect for the purposes of this Bylaw, but is subject to the application of any relevant clauses in this Bylaw.
- 32.4 The resolutions of the Council made or continued under the Bylaw revoked under clause 32.1 continue to have full force and effect for the purposes of this Bylaw as if they were resolutions made under this Bylaw.
- 32.5 The revocation of the Bylaw under clause 32.1 does not prevent any legal proceedings, criminal or civil, being taken to enforce the Bylaw and such proceedings continue to be dealt with and completed as if the Bylaw had not been revoked.

ADDITIONAL INFORMATION TO THE TRAFFIC AND PARKING BYLAW 2026

This additional information does not form part of the Bylaw. It contains information to help users understand, use and maintain the Bylaw. This information may be updated at any time.

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Relevant Legislation:	Land Transport Act and the regulations and rules made under that Act Legislation Act 2019 Local Government Act 2002 Disabled Persons Community Welfare Act 1975 Dunedin City Council Roading Bylaw 2020 Dunedin Reserves and Beaches Bylaw 2017
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Proposed Traffic and Parking Bylaw 2026 submission form

Submissions are due by 5pm, 27 May 2026.

Late submissions may not be accepted.

The provision of your personal information is optional. However, should you provide this information please note your name and organisation may be included in papers for the public and media. Information you have provided will only be used for the purpose of the consultation on the review of the Traffic and Parking Bylaw. The Council will collect, use and store your information in accordance with the Privacy Policy which can be found on the Council website: www.dunedin.govt.nz/privacy-policy.

If you would like a copy of the personal information we hold about you, or to have the information corrected, please contact us at dcc@dcc.govt.nz or 03 477 4000.

Send to: Traffic & Parking Bylaw Review
c/o Transport Regulation Team
Dunedin City Council
PO Box 5045
Dunedin 9054

Deliver to: Traffic & Parking Bylaw Review
c/o Transport Regulation Team
Dunedin City Council Customer Services Centre
50 The Octagon Dunedin

Online: www.dunedin.govt.nz/consultation

Email: transport.regulation@dcc.govt.nz

First name: _____ Last name: _____

Organisation (if applicable): _____

Address: _____

Postcode: _____

Email address: _____ Phone number: _____

Would you like to speak to the Hearings Committee in person?

(If you do not tick a box, it is assumed that you do not wish to be heard.)

Yes No

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If you wish to speak, you will be contacted with a speaking time as soon as possible after the closure of the submission period. *(Note: You may also be able to present your views by audio or audio-visual link.)*

You may answer as many or as few questions as you wish.

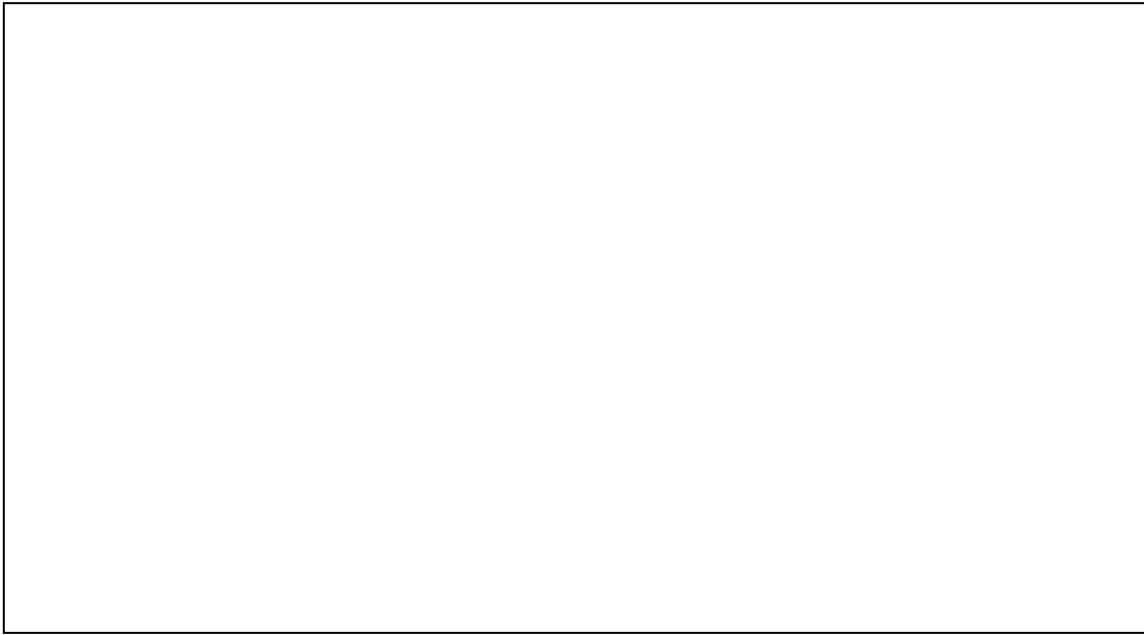
1. Overall, do you agree with the proposed Traffic and Parking Bylaw 2026?

Yes No

Why or why not? *(max 500 words)*

2. General comments *(If you have a comment about a specific clause in the Bylaw, tell us which clause, your recommended change, and why the change is important) (max 1000 words)*

Attachment 2



**Please attach any supporting information you would like included with your submission.
Remember your submission needs to reach the Council by 5pm, 27 May 2026.**

Thank you for your feedback.