

Maker Statement of Reasons: Dunedin City Council Traffic and Parking Bylaw 2026

This document fulfils the requirements of section 20 and/or 21 of the Regulatory Standards Act 2025 to briefly explain the Government's reasons for any inconsistency with the principles of responsible regulation identified in the Dunedin City Council's Consistency Accountability Statement, and proposed actions (if any) to remedy that inconsistency.

Minister/maker name and title	Dunedin City Council
Portfolio	Transport
Date finalised	1 August 2026

Statement of Reasons

Principle of responsible regulation	Relevant sections in legislation
Liberties: 9(b) <i>Legislation should not unduly diminish a person's liberty, personal security, freedom of choice or action, or rights to own, use, and dispose of property, except as is necessary to provide for, or protect, any such liberty, freedom, or right of another person</i>	Partial inconsistency identified with the Traffic and Parking Bylaw 2026.

Reason for inconsistency and any proposed action to remedy
In its meeting of 25 March 2026, the Dunedin City Council determined that the proposed Traffic and Parking Bylaw 2026 does not give rise to any implications under the New Zealand Bill of Rights Act 1990 (Minutes of Council - Wednesday, 25 March 2026) as one of the determinations required by section 155 Local Government Act 2002. As set out in the Statement of Proposal published with the Bylaw when notified for public consultation, the Bylaw may have implications for the right to freedom of movement in the New Zealand Bill of Rights Act 1990.



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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 with benefits that exceed the costs of the Bylaw to the public or persons.

The Bylaw is therefore largely consistent with the principle of liberties 9(b), but is partially inconsistent in light of restricting freedom of movement via restrictions on parking, vehicle use and traffic movements.

No actions are proposed to remedy this partial inconsistency.

Sandy Graham

Chief Executive