

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 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)
2A	<p>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)
2B	<p>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>
2C	<p>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>
2D	<p>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

Proposed Traffic and Parking Bylaw 2026

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.