

Notice of Meeting:

I hereby give notice that an ordinary meeting of the Consultation Hearings will be held on:

Date: Wednesday 1 July 2026
Time: 10:00 am
Venue: Council Chambers, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Hearings Committee
Traffic and Parking Bylaw
PUBLIC AGENDA

MEMBERSHIP

| | |
|-----------------------------------|---|
| Chairperson | Cr Cherry Lucas |
| Members | Cr Mandy Mayhem Cr Lee Vandervis |
| Senior Officer | Jeanine Benson, Group Manager Transport |
| Governance Support Officer | Rebecca Murray |

Rebecca Murray
Governance Support Officer

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Note: Reports and recommendations contained in this agenda are not to be considered as Council policy until adopted.

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DECLARATION OF INTEREST

EXECUTIVE SUMMARY

1. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.
2. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.

RECOMMENDATIONS

That the Committee:

- a) **Notes/Amends** if necessary the Elected Members' Interest Register attached as Attachment A; and
- b) **Confirms/Amends** the proposed management plan for Elected Members' Interests.

Attachments

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| ↓A | Hearings Committee Members for draft Traffic and Parking Bylaw Register of Interest | 5 |

| Hearings Committee Members for draft Traffic and Parking Bylaw Interest Register 25 June 2026 | | | | |
|--|---|--|--|--|
| Name | Responsibility (i.e. Chairperson etc) | Declaration of Interests | Nature of Potential Interest | Member's Proposed Management Plan |
| Cr Cherry Lucas | Trustee | Otago Farmers Market | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Partner | Southway Enterprises | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Trustee | Henderson Lucas Family Trust - Residential Dunedin Property | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | NZ Institute of Chartered Accountants | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Dunedin Shanghai Association (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Local Government New Zealand (Zone 6) (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Tūhura Otago Museum Trust Board (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Ōtepoti Dunedin Destination Management Plan Advisory Panel (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Taieri Airport Trust (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Tertiary Precinct Planning Group (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Te Poāri a Pukekura (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| Cr Mandy Mayhem | Member | Mosgjel-Taieri Community Board (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Chairperson | Waitati Hall Society Inc | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Chairperson | Keep Ōtepoti Dunedin Beautiful | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Co-ordinator | Emergency Response Group, Blueskin area | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Blueskin Bay Amenities Society | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Blueskin A & P Society | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Zone Representative and Board Member | Keep New Zealand Beautiful | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Coastal Community Cycleway Network | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Waitati Music Festival Committee | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Property Owner | Residential Property | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Disability Issues Advisory Group (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| Member | Dunedin Gasworks Museum Trust (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. | |

| Name | Responsibility (i.e. Chairperson etc) | Declaration of Interests | Nature of Potential Interest | Member's Proposed Management Plan |
|------------------------|--|---|---|--|
| Cr Mandy Mayhem (cont) | Member | Keep Dunedin Beautiful (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Performing Arts Advisory Group (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Social Wellbeing Advisory Group (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| Cr Lee Vandervis | Director | Lee Vandervis, Antonie Alm-Lequeux and Cook Allan Gibson Trustee Company Ltd - Residential Property Ownership - Dunedin | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Director | Bunchy Properties Ltd - Residential and Lifestyle Farm Property Ownership - Dunedin | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Owner | Various publicly Audio and Lighting - Hire, Sales and Service Business | May contract and provide service to DCC | Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting. |
| | Member | District Licensing Committee (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Dunedin Heritage Fund (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |
| | Member | Okia Reserve Management Committee (Council Appointment) | No conflict identified | Seek advice prior to the meeting if actual or perceived conflict of interest arises. |

PART A REPORTS

SPEAKING SCHEDULE

Department: Civic

EXECUTIVE SUMMARY

- 1 This report provides the Hearings Committee with a proposed speaking schedule for four submitters who have requested to present their views at the hearing scheduled for 1 July 2026.
- 2 As this is an administrative report, there are no options or summary of considerations.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the speaking schedule.

Signatories

| | |
|---------|---|
| Author: | Rebecca Murray - Governance Support Officer |
|---------|---|

Attachments

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| ↓A | Traffic and Parking Bylaw Speaking Schedule as at 25 June 2026 | 8 |

| Traffic and Parking Bylaw Speaking Schedule as at 25 June 2026 | | | |
|--|----------|------------|--------------------------------------|
| DATE | TIME | SUBMISSION | NAME |
| Wednesday, 1 July 2026 | | | |
| 1-Jul-26 | 10:10 am | 1297944 | Cr Russell Lund |
| 1-Jul-26 | 10:20 am | 1295817 | Allison Spittle |
| 1-Jul-26 | 10:30 am | 1297850 | John Marrable, Accessibility Auditor |
| 1-Jul-26 | 10:40 am | 1298553 | Mary O'Brien, CCS Disability Action |

SUMMARY OF CONSULTATION ON PROPOSED TRAFFIC AND PARKING BYLAW 2026 AND STAFF RECOMMENDATIONS ON MATTERS RAISED

Department: Transport

EXECUTIVE SUMMARY

- 1 This report provides a summary of the submissions and feedback received during consultation on the proposed Traffic and Parking Bylaw 2026 (the Bylaw) and provides staff analysis and recommendations related to the matters raised by submitters. **Attachment A** provides the summary of submissions and associated staff analysis and recommendations. The full original submissions can be viewed at: [Submissions received on the Traffic and Parking Bylaw - Dunedin City Council](#).
- 2 The purpose of this report is to assist the Hearings Committee with its deliberations on the proposed Bylaw and the formulation of recommendations it will make to the Council.
- 3 At its 25 March 2026 meeting, the Council approved a statement of proposal and the draft proposed Traffic and Parking Bylaw 2026 for the purpose of public consultation.
- 4 Consultation ran for one month from 27 April 2026 to 27 May 2026. Thirty-one submissions were received, with 28 submissions from individual submitters and organisation submissions received from the New Zealand Defence Force, the Otago Regional Council, and CCS Disability Action.
- 5 Submitters raised a range of topics, with the majority of feedback related to:
 - Clause 5 (Resolutions made under this Bylaw) and clause 24 (Shared paths and cycle paths) of the proposed Bylaw– in particular, concerns that the revisions proposed in these two clauses would reduce public consultation requirements for network changes such as road closures or the implementation of cycle lanes (20 submissions received), and
 - Clause 14 (Other reserved parking) of the proposed Bylaw – in particular, recommending that the Council add “wheelchair accessible van” to the list of vehicle classes, and designate longer mobility parks as wheelchair accessible van (WAV)-only parks (four submissions).
- 6 Four submitters indicated they wished to be heard.

RECOMMENDATIONS

That the Committee:

- a) **Considers** the submissions and associated staff analysis and recommendations, and deliberates on the amendments to the proposed Traffic and Parking Bylaw 2026 requested by submitters both in written submissions and during the hearing.
- b) **Makes a recommendation** to the Council on amendments to the proposed Traffic and Parking Bylaw 2026.

BACKGROUND

Purpose of the Traffic and Parking Bylaw

- 7 The Dunedin City Council is a Road Controlling Authority (RCA) under the Land Transport Act 1998 (LTA). As an RCA, the Council exercises control over local roads within the territorial authority (including regulatory powers to manage traffic and parking), and over state highways for which the Council has received delegated responsibility from the New Zealand Transport Agency (NZTA) Waka Kotahi.
- 8 Section 22AB of the LTA provides that an RCA may make bylaws for purposes including prohibiting or restricting parking, prescribing the use of parking places and transport stations (areas used by transport services, e.g. bus hubs or layovers), and regulating other road-related matters. The LTA also enables the Minister of Transport to amend, replace, or disallow any bylaw in certain cases (e.g. if a bylaw conflicts with land transport legislation).
- 9 The Council's Traffic and Parking Bylaw came into effect on 1 March 2010, and sets out the requirements for parking and control of vehicle or other traffic on any road under Council authority, including state highways where control has been delegated to the Council.
- 10 The Bylaw enables the Council to regulate, control or prohibit any matter for all classes of vehicles or traffic using a road, greenspace adjoining the road, building, or transport station under the control of the Council, for any specified period of time. The Bylaw then enables the Council to make any subsequent changes to these matters. Overall, the Bylaw ensures that mechanisms are in place to support and improve the safety, accessibility and efficiency of the transport network for all road users.
- 11 The current traffic and parking restrictions adopted by the Council are made publicly available in a Geographic Information Systems (GIS) bylaw database on the Council website: [Parking regulations - Dunedin City Council](#). The Council regularly consults with the public on minor general parking changes in the city, and the bylaw database is then updated with any changes.

Proposed Traffic and Parking Bylaw 2026

- 12 Since the Bylaw came into effect in 2010, changes to the technological, legislative and social context mean that the Bylaw needs to be updated to be fit for purpose for today and the future. The Council also approved the Shaping Future Dunedin Transport Programme through the 10 Year Plan process in 2021, which resulted in the creation of the Dunedin Parking Roadmap in 2021. The roadmap's main recommendation, which was supported by the Council on 31 May 2021, was to develop a parking management policy to guide the supply and management of parking in the city. An up-to-date Bylaw will also support the delivery of a Dunedin City Parking Strategy, which is currently in development.
- 13 Proposed changes are minor, and do not affect how current traffic and parking restrictions are operating on the ground. Proposed changes to the Bylaw broadly fit into three categories:
 - Inserting new clauses to improve flow and provide clearer guidance (e.g. a new section 2 on resolutions and permits to clarify how resolutions are made, and requirements for certain types of permits);

- 22 Four submitters wish to be heard by the Hearings Committee.

DISCUSSION

- 23 A summary of the key points from all submissions, along with staff analysis and recommended changes to the proposed Traffic and Parking Bylaw 2026, are presented in the table in **Attachment A**.
- 24 Key issues raised in submissions included:
- a) Clause 5 (Resolutions made under this Bylaw) and clause 24 (Shared paths and cycle paths) of the proposed Bylaw (20 submissions received) – in particular, concerns that the revisions proposed in these two clauses would allow the Council to implement network changes such as road closures or cycle lanes without requiring public consultation, and
 - b) Clause 14 (Other reserved parking) of the proposed Bylaw – in particular, recommending that the Council add “wheelchair accessible van” to the list of vehicle classes for the purpose of designating longer mobility parks as wheelchair accessible van (WAV)-only parks (4 submissions).
- 25 On reviewing the feedback received, and with a review and advice provided by external legal counsel with expertise in traffic and parking bylaws, officers propose making the following changes to the draft Bylaw:
- a) To resolve the concerns raised about whether clause 5 and clause 24 remove requirements for public consultation, add an explanatory note after clause 5.1(d) to clarify that there are no changes to public consultation requirements, as these are set elsewhere in legislation:

Explanatory Note: Before the Council makes a resolution under this Bylaw it will comply with the decision-making requirements of the Local Government Act 1974 and 2002, as applicable to the decision.
 - b) Add “wheelchair accessible vans” as a class of vehicle for which the Council could resolve to create a reserved parking area under clause 14.2(i).
 - c) Add in explanatory notes under clauses 19 (One-way roads), 20 (Left or right turns and U-turns), and 22 (Control of vehicles on roads due to size, nature or goods) to specify that the relevant restrictions already resolved by the Council are made available on the Council website in schedules 1, 2 and 3 respectively.
- 26 Further analysis and rationale are presented in Attachment A, and a marked-up version of the proposed Traffic and Parking Bylaw 2026 showing all edits proposed to the draft Bylaw is presented in **Attachment B**.

Out of scope submission matters

- 27 A number of submissions raised topics that are outside of the scope of the Traffic and Parking Bylaw 2026, but which may benefit from further consideration in the context of the development of the upcoming Dunedin City Council Parking Strategy. Submission topics evaluated as being out of scope are noted in the analysis and staff recommendations in Attachment A.

- 28 Staff will ensure that submitters on the Bylaw are notified when opportunities for engagement on the Parking Strategy arise.

OPTIONS

Option One – Proceed to make recommendations to the Council based on proposed amendments in this report.

- 29 The Hearings Committee may choose to make recommendations to the Council to address matters raised by submitters based on the advice provided in this report. This would be subject to any minor amendments the Committee determines are necessary in response to matters raised by submitters at the hearing, or as agreed by the Committee during deliberations.

Advantages

- A recommendation to Council could be made promptly.
- Aligns with the advice provided by external legal counsel with expertise in traffic and parking bylaws.

Disadvantages

- No disadvantages are identified.

Option Two – Request that staff provide further advice and draft amendments to address additional matters raised in submissions, beyond what is recommended in this report.

- 30 Should the Hearings Committee consider there are outstanding matters of concern raised by submitters that are not satisfactorily addressed by advice provided in this report, or during the hearing process, the Committee may request that staff further evaluate those concerns and develop additional recommended responses.

Advantages

- Any outstanding concerns will be considered.

Disadvantages

- May delay a recommendation to Council.

NEXT STEPS

- 31 If the Committee recommends Option One, the recommendations of the Hearings Committee will be brought to the 22 July 2026 meeting of the Council for decision.
- 32 All submitters on the proposed Traffic and Parking Bylaw 2026 will be updated on the Committee and Council decisions.

Signatories

| | |
|-------------|--|
| Author: | Rose Wunrow - Policy Analyst Transport Regulation |
| Authoriser: | Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, City Services |

Attachments

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| ↓A | Analysis of Proposed Traffic and Parking Bylaw 2026 submissions and recommended actions | 17 |
| ↓B | Recommended changes to the Proposed Dunedin City Council Traffic and Parking Bylaw 2026 | 23 |

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities.
This decision promotes the social well-being of communities in the present and for the future.
This decision promotes the economic well-being of communities in the present and for the future.

Fit with strategic framework

| | Contributes | Detracts | Not applicable |
|---|--------------------------|--------------------------|--------------------------|
| Social Wellbeing Strategy | ✓ | <input type="checkbox"/> | <input type="checkbox"/> |
| Economic Development Strategy | ✓ | <input type="checkbox"/> | <input type="checkbox"/> |
| Environment Strategy | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| Arts and Culture Strategy | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| 3 Waters Strategy | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| Future Development Strategy | ✓ | <input type="checkbox"/> | <input type="checkbox"/> |
| Integrated Transport Strategy | ✓ | <input type="checkbox"/> | <input type="checkbox"/> |
| Parks and Recreation Strategy | ✓ | <input type="checkbox"/> | <input type="checkbox"/> |
| Other strategic projects/policies/plans | ✓ | <input type="checkbox"/> | <input type="checkbox"/> |

Traffic and parking restrictions support a safe, efficient and accessible transport network, support the social and economic wellbeing of Dunedin communities, and support the efficient integration of transport and land use.

The review of the Bylaw also supports the efficient management of parking supply which the Dunedin City Parking Strategy (currently in development) will target.

Māori Impact Statement

Mana whenua have expressed support for a safe and efficient transport network through previous consultations. Kāti Huirapa ki Puketeraki and Ōtākou rūnaka, as well as Āraiteuru marae, were invited to submit on the proposed Bylaw.

The Bylaw, and the consultation process, align with three key directions of Te Taki Haruru (TTH), the Council’s Māori Strategic Framework. Alignments are across three of the TTH pou – Autūroa, Autikaka, and Autakata – in line with the cultural key direction for Autūroa and Autikaka, and the social key direction for Autakata.

Sustainability

Parking control changes improve efficiency and access to the transport network for all vehicle types, including more carbon efficient vehicles like cycles, micro-mobility devices, electric vehicles, and car share vehicles.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The implementation of traffic and parking controls in Dunedin supports levels of service set out in the 9 Year Plan, e.g. “The DCC provides the transport network that facilitates safe travel.”

Financial considerations

There are no implications as management of the Bylaw is carried out within existing budgets.

SUMMARY OF CONSIDERATIONS

Significance

The review of the Traffic and Parking Bylaw 2026 followed the special consultative procedure as required under the LTA.

Engagement – external

An external legal review has been completed of the feedback received and the proposed recommended changes to the Bylaw.

The report sets out the organisations contacted with notification of public consultation being open.

Engagement - internal

There has been internal engagement with Transport, Compliance Solutions, Parks and Recreation, Corporate Policy, Governance, and Communications and Marketing.

Risks: Legal / Health and Safety etc.

There are no identified risks. The draft Bylaw has been reviewed by external legal counsel.

Conflict of Interest

Councillor Lund made a written submission and intends to speak to his submission at the Hearings Committee.

Community Boards

All Community Board chairs were invited to submit on the proposed Traffic and Parking Bylaw.


| SUBMITTER AND SUBMISSION NUMBER | BYLAW CLAUSE | SUMMARY OF SUBMISSION POINT(S) | BACKGROUND / CONTEXT | STAFF ANALYSIS | STAFF RECOMMENDATION |
|---|---|--|---|--|--|
| Jessica de Heij (1294973) | <p>Clause 9 Parking spaces, parking places, transport stations, payment parking areas, time restricted areas, other reserved areas and zone parking areas</p> <p>Clause 14 Other reserved parking</p> <p>Clause 19 One-way roads</p> <p>Clause 23 Special vehicle lanes</p> <p>Clause 25 Shared zones</p> <p>Clause 26 Engine braking</p> <p>Clause 30 Parking defence</p> | <p>Support for the changes in clauses 14, 19, 25, 26, and 30.</p> <p>Recommend that clause 9 be used to reduce the amount of car parking in the Dunedin City Centre over time, particularly long-stay parking, to free up kerb space for wider footpaths, cycle lanes, outdoor dining, et cetera.</p> <p>Recommend that the Council adopt a formal policy of reviewing street layouts at every resurfacing (under clause 23).</p> <p>Propose new clauses to enable the installation of retractable and automated bollards for zone access control, and to enable the installation of modal filters and filtered permeability (e.g. short raised kerbs or other physical barriers).</p> <p>Propose amendments to clause 25 to:</p> <ol style="list-style-type: none"> 1) set speed limit requirements for shared zones to be a default maximum of 10 km/h, unless otherwise resolved, and 2) support school street closures by enabling the Council to designate a road as a school street by resolution, specifying recurring closure times. | | <p>A number of recommendations provided in the submission (such as to clauses 9 and 23) are more relevant to the Council's long-term strategic direction and planning for traffic and parking, which will be the focus of the Dunedin City Council Parking Strategy. Work on the Parking Strategy will be underway in the latter half of 2026. Staff will ensure that all submitters on the draft Bylaw are notified when opportunities to engage or consult on the Parking Strategy are available.</p> <p>As a road controlling authority, the Council has powers to install traffic delineators (including bollards) and other traffic control devices, with the detail provided under the Land Transport Rule: Traffic Control Devices 2004 (TCD 2004), and using its powers in the Local Government Act 1974. Activities such as installing modal filters are enabled under TCD 2004 and are outside of the scope of the Traffic and Parking Bylaw. Whether projects should take into account design components such as installing modal filters or changing street layouts is considered within the scope of project planning for different transport projects.</p> <p>The setting of speed limits is subject to the requirements of the Land Transport Rule: Setting of Speed Limits 2024 and subsequent amendments. Setting safe variable speed limits around schools by 1 July 2026 is a key deliverable of the Council's implementation of the Land Transport Rule: Setting of Speed Limits 2024. It is outside of the scope of the Traffic and Parking Bylaw to set speed limit requirements on local roads, including shared zones.</p> | <p>No changes are proposed to the draft Bylaw.</p> <p>Propose responding to the submitter with the staff analysis set out at left.</p> |
| <p>Lynne Newell (1295803)</p> <p>Fiona Gray (1295804)</p> <p>Tamara Thomas (1295805)</p> <p>Paul Gray (1295806)</p> <p>Tyler J (1295807)</p> <p>Lance Bell (1295810)</p> <p>Stephen Anderson (1295811)</p> <p>Averil Anderson (1295812)</p> <p>Brenda Anderson (1295813)</p> <p>Thomas Thomas (1295814)</p> <p>Alison Spittle (1295817)</p> <p>Joe Walsh (1295831)</p> <p>Belinda Hodson (1295837)</p> <p>Louanne Ratapu (1295838)</p> <p>Brian Stewart (1295856)</p> <p>Storm (1296006)</p> <p>Annette Butler (1296272)</p> <p>Frank Cochrane (1296327)</p> <p>Neil Gaudin (1296334)</p> | <p>Clause 5 Resolutions made under this Bylaw</p> <p>Clause 24 Shared paths and cycle paths</p> | <p>Opposition to the draft Traffic and Parking Bylaw on the basis that the draft Bylaw over-extends the powers of the Council in:</p> <ul style="list-style-type: none"> • clause 5.2 The Council may subsequently amend or revoke any resolution made under this Bylaw at any time; and • clause 24.1 The Council may by resolution determine: <ul style="list-style-type: none"> (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. <p>Opposed submissions state that these clause changes remove opportunities for the public to provide feedback on proposed changes to the roading network.</p> | <p>On 10 May 2026, a public Facebook post shared with a well-subscribed Dunedin community group stated that clauses 5.2 and 24.1 of the proposed Bylaw grant new powers to the Council to make roading decisions (such as closing a road or implementing a shared path) via a single resolution without needing to consult with the public first.</p> <p>Nineteen submissions were subsequently received on the specific points raised in this Facebook post.</p> | <p>No new powers are granted to the Council under clauses 5.2 and 24.1.</p> <p>All Council decisions are already made by passing resolutions.</p> <p>Decision-making requirements, including requirements for public consultation are not something that needs to be addressed in a bylaw. The Council follows the Dunedin City Council Significance and Engagement Policy, the requirements of part 6 of the Local Government Act 2002, and (for road closures) the 10th schedule of the Local Government Act 1974 when consulting with the public.</p> <p>Proposed traffic and parking changes go through, and will continue to go through, public consultation where required.</p> <p>To acknowledge these submissions and clarify that public consultation follows requirements set in primary legislation and policy outside of the Traffic and Parking Bylaw itself, staff recommend adding an explanatory note to clause 5.</p> | <p>Add an explanatory note under clause 5 Resolutions made under this Bylaw to state:</p> <p><i>"Before the Council makes a resolution under this Bylaw it will comply with the decision-making requirements of the Local Government Act 1974 and 2002, as applicable to the decision."</i></p> <p>Propose responding to the submitters with the staff analysis set out at left.</p> |
| Councillor Russell Lund (1297944) | <p>Clause 5 Resolutions made under this Bylaw</p> <p>Clause 24 Shared paths and cycle paths</p> | <p>Opposition to the draft Traffic and Parking Bylaw on the basis of:</p> <ol style="list-style-type: none"> 1. Objecting to the "massive cost of the new cycleway network that will be delivered under this by-law, at a time of severe and | | <p>Points 1 and 2 are outside of the scope of the draft Traffic and Parking Bylaw. The draft Bylaw does not propose a walking and cycling programme of work (which is managed through the Council's 10 Year Plan and Annual Plan processes), and does not propose removing kerbside parking. As per part 6, clause 32.4 of the draft Bylaw, "The resolutions of the Council made or continued under the Bylaw revoked under clause 32.1 continue to have full force and effect for</p> | |

| SUBMITTER AND SUBMISSION NUMBER | BYLAW CLAUSE | SUMMARY OF SUBMISSION POINT(S) | BACKGROUND / CONTEXT | STAFF ANALYSIS | STAFF RECOMMENDATION |
|-------------------------------------|------------------------------------|--|----------------------|---|--|
| | | <p>continuing rate increases and massive escalation in Council debt”;</p> <p>2. Objecting to the “massive effects on the efficient operation affected roading network including huge losses of kerbside parking”; and</p> <p>3. Stating that the draft Bylaw would grant the Council wide powers to close roads in full or establish cycleways without consulting the public (per clauses 5 and 24).</p> <p>Recommend that the Council extend the public consultation period to “make clear the extent of the power to act without public consultation that Council is giving itself under this bylaw and the Significance & Engagement Policy.”</p> | | <p>the purposes of this Bylaw as if they were resolutions made under this Bylaw.” There are no changes to existing traffic and parking restrictions as a result of this Bylaw review.</p> <p>Regarding point 3: See comments above.</p> <p>Given that no new powers are granted to the Council under clause 5 or clause 24, staff identify no need to extend the public consultation period.</p> | |
| New Zealand Defence Force (1297730) | Clause 31 Exempted vehicles | <p>Request that clause 31 Exempted vehicles be amended to add the underlined section below:</p> <p><i>31. Exempted vehicles</i></p> <p><i>31.1 This Bylaw shall not apply to emergency vehicles being used in an emergency.</i></p> <p><i>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. (d) a vehicle operated by the New Zealand Defence Force whilst engaged in an emergency or undertaking Temporary Military Training Activities.</i></p> | | <p>Under clause 4.2(b), the draft Bylaw defines “emergency vehicle” as having “the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004” (the Rule 2004). This definition ensures that the Bylaw remains aligned with any updates of the Rule 2004 definition of “emergency vehicle” that may occur before the next review of the Traffic and Parking Bylaw.</p> <p>Clause 1.6 Interpretation of the Rule 2004 sets out that: emergency vehicle means a vehicle used for attendance at emergencies and operated— (a) by an enforcement officer; (b) by an ambulance service; (c) as a fire service vehicle; (d) as a civil defence emergency vehicle; (e) as a defence force emergency vehicle</p> <p>Emergency vehicles operated by the New Zealand Defence Force are therefore already exempt under clause 31.1 of the draft Bylaw.</p> <p>The intent of clause 31.2 is to provide additional exemptions above and beyond what is present in clause 1.6 of the Rule 2004 to include exemptions for other vehicles attending an emergency and for vehicles fulfilling statutory functions of the Council. With respect to adding an exemption to clause 31.2 for New Zealand Defence Force vehicles “undertaking Temporary Military Training Activities” in areas regulated by the Council, officers do not support adding an exemption for this purpose and would expect the NZDF to engage with the Council as per processes set out under clause 6.5 (e.g. to provide further information such as a traffic management plan, site location plan, corridor access request or any other documentation relevant to the case), for the purpose of ensuring public safety and transparency.</p> | <p>No changes are proposed to the draft Bylaw.</p> <p>Propose responding to the New Zealand Defence Force with the staff analysis set out at left.</p> |

| SUBMITTER AND SUBMISSION NUMBER | BYLAW CLAUSE | SUMMARY OF SUBMISSION POINT(S) | BACKGROUND / CONTEXT | STAFF ANALYSIS | STAFF RECOMMENDATION |
|---|---|---|---|---|---|
| John Marrable, Accessibility Auditor (1297850) Mieliana Sunarto (1298095) Barbara Gee (1298556) Keith Jarvie (1298840) | Clause 14 Other reserved parking | Request that clause 14.2 include “wheelchair accessible van” as a class of vehicle for which the Council can designate reserved parking areas. Wheelchair accessible vans require more parking area than a standard Council parking space (submitters highlighted that for a Mercedes Sprinter van, the park needs to be a minimum of 9 metres in length). Submitters noted the difficulty in finding available mobility parks long enough to accommodate wheelchair accessible vans, and propose that the Council designate longer mobility parks as being for the use of wheelchair accessible vans only. | The Dunedin City Council installs mobility parks of different lengths: standard lengths between 6 metres and 7.5 metres long (including angled parks), and parallel mobility parks of lengths more than 7.5 metres (including double-length parks). The Mobility Parking Permit page on the Council website sets out where these longer parks are located in Dunedin: Mobility Parking Permit - Dunedin City Council . | Clause 14 of the draft Bylaw sets out that the Council can resolve to create a reserved parking area for the exclusive use of a particular class or classes of vehicles, and prescribe applicable conditions where no person may park in that area except if they are in the specified class of vehicle or hold a permit from the Council for that parking. Clause 14.2 lists classes of vehicles for which the Council may choose to designate parking areas, and notes classes of vehicles are “without limitation”—the Council would therefore already have the power to create a reserved parking area for the exclusive use of wheelchair accessible vans (WAVs) under the draft Bylaw. However, staff recommend that the draft Bylaw include WAV as a class of vehicle, noting that addition does not change the current traffic and parking restrictions on the ground (as per part 6, clause 32.4 of the draft Bylaw). The implementation of specific WAV-only mobility parks would need to progress through the Council’s standard traffic and parking resolutions process (including the Traffic and Parking Hearings Committee). Staff will consider the potential for WAV-only mobility parks along with wider parking and permit reviews through the development of the Dunedin City Council Parking Strategy. More data and analysis and more engagement with WAV users will be needed to assess level of demand, viable locations for these parks, and enforcement before officers can propose any recommendation to Council. | Add “wheelchair accessible van” to the list of classes of vehicles in clause 14.2. |
| John Marrable, Accessibility Auditor (1298124) | Clause 14 Other reserved parking | Request that the Council replace Authorised Vehicle Only parks with loading zones per other cities in New Zealand, and that the time limit on loading zones be set to 20 minutes. This change would enable drivers carrying disabled passengers to safely set down their passenger when nearby accessible parking spaces are unavailable. | Clause 6.16(1) of the Land Transport (Road User) Rule 2004 sets out that any vehicle can use a loading zone to unload goods or people, provided the vehicle is not left unattended for more than five minutes “or any period longer than that specified on the sign.” The Dunedin City Council resolved to create Authorised Vehicle parking bays in the last review of the Traffic and Parking Bylaw in 2009. | The Council can exercise powers under clause 14 of the proposed Bylaw to designate loading zones as well as authorised vehicle parking areas. As per Clause 14.2(h), classes of vehicles for which the Council can reserve parking include “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)”. Therefore, no change to the proposed Bylaw is required to enable the implementation of loading zones. Reviewing the current terms and conditions of how Authorised Vehicle permits operate, and investigating whether or not the permit would be discontinued or AVO parks replaced with loading zones, will be considered through the development of the Dunedin City Council Parking Strategy. More data and analysis of how current AVO parks are used, targeted engagement to understand community and business needs, and an assessment of revenue impacts if loading zones were to replace AVOs will be needed before officers can propose any recommendation to Council. | No changes are proposed to the draft Bylaw. Propose responding to the submitter with the staff analysis set out at left. |
| Councillor Hilary Calvert, Chair of the Otago Regional Council (1298663) | General support for the Bylaw Clause 8 Temporary discontinuance or restriction of parking spaces | General support for the Bylaw for the important function it serves to support the Otago Regional Council’s ability to deliver the public transport network via the regulation and enforcement of bus stops and entry and exit tapers. | | Submission noted. | No changes are proposed to the draft Bylaw. |

| SUBMITTER AND SUBMISSION NUMBER | BYLAW CLAUSE | SUMMARY OF SUBMISSION POINT(S) | BACKGROUND / CONTEXT | STAFF ANALYSIS | STAFF RECOMMENDATION |
|---|--|--|---|--|---|
| | Clause 14 Other reserved parking | Particular support for clause 8 Temporary discontinuance or restriction of parking spaces, and clause 14 Other reserved parking, which enable the continued provision of public transport services during temporary disruptions (clause 8) and enable parking areas to be designated as permanent bus stops (clause 14). | | | |
| Mary O'Brien, CCS Disability Action (1298553) | Mobility parking (general) | Recommend that the Council use population data to predict current and future demand for mobility parking. Research highlights mobility park demand will increase as the proportion of older people in the population increases. | | Staff are in agreement on the importance of a strong evidence base and using data to assess level of demand for parking across the transport network. Staff will investigate using population projections as part of forecasting mobility parking demand, through the development of the Dunedin City Council Parking Strategy. | No changes are proposed to the draft Bylaw. Propose responding to the submitter with the staff comments set out at left. |
| Gareth Wood (1298262) Anonymous (1298311) | General support for the Bylaw | Recommend that there be a clause preventing people from parking on cycleways or shared paths (submission 1298262). | | Staff note that people are not allowed to park on cycleways and shared paths per clause 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." The Land Transport (Road User) Rule 2004 also prohibits vehicles from parking on footpaths or cycle paths as per clause 6.14 Parking on footpaths or cycle paths: (1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a footpath or on a cycle path. | No changes are proposed to the draft Bylaw. Propose responding to the submitters with the staff comment set out at left. |
| Other changes— miscellaneous | Clause 19 One-way roads Clause 20 Left or right turns and U-turns Clause 22 Control of vehicles on roads due to size, nature or goods | | On review, staff noted that more information could be included about the schedules to the former Traffic and Parking Bylaw, which are currently only referenced in clause 32.2. These schedules list the restrictions that have already been resolved by the Council under certain clauses. As proposed in the explanatory note at clause 5, all resolutions made by the Council are set out on the Council's website. This includes existing resolutions as well as new resolutions. | Staff recommend clarifying clause 32.2, adding to the explanatory note at clause 5 and providing new explanatory notes to clarify what happened to the three schedules to the former Traffic and Parking Bylaw. | Amend clause 32.2 to read (new wording underlined): <i>Despite clause 32.1, the schedules of the Dunedin City Council Traffic and Parking Bylaw 2010 remain in force for the purposes of this clause, and are listed under the <u>resolutions kept on the Council website for one-way restrictions, turning restrictions and weight restrictions, heavy traffic prohibitions and turning movements by specified classes of vehicles.</u></i> Amend the explanatory note at the end of clause 5 to read (new wording underlined): <i>All resolutions made by Council under this bylaw, or under the former Bylaw and continued by clause 32.2 and 32.4 of this Bylaw, will be displayed on the Council's website.</i> Under clause 19 One-way roads, add: <i>Explanatory Note: One-way restrictions resolved by the Council and recorded in Schedule</i> |

| SUBMITTER AND SUBMISSION NUMBER | BYLAW CLAUSE | SUMMARY OF SUBMISSION POINT(S) | BACKGROUND / CONTEXT | STAFF ANALYSIS | STAFF RECOMMENDATION |
|---------------------------------|--------------|--------------------------------|----------------------|----------------|--|
| | | | | | <p><i>1 of the Traffic and Parking Bylaw 2010, are now listed under the resolutions recorded on the Council website.</i></p> <p><i>Under clause 20 Left or right turns and U-turns, add: Explanatory Note: Turning restrictions resolved by the Council and recorded in Schedule 2 of the Traffic and Parking Bylaw 2010, are now listed under the Turning Restrictions resolutions on the Council website.</i></p> <p><i>Under clause 22 Control of vehicles on roads due to size, nature or goods, add: Explanatory Note: Restrictions resolved by the Council and recorded in Schedule 3 of the Traffic and Parking Bylaw 2010, are now listed under the Weight Restrictions, Heavy Traffic Prohibitions and Turning Movements by Specified Classes of Vehicles resolutions on the Council website.</i></p> |

|  DUNEDIN kaunihera CITY COUNCIL a-rohe o ōtepoti | | | |
|--|--|------------------|------|
| Traffic and Parking Bylaw 2026 | | | |
| Approved by: | The Council | | |
| Date approved: | Approved by the Dunedin City Council in February 2010. 2026 Review approved by the Dunedin City Council in TDD 2026 on 22 July 2026. | | |
| Date of effect: | Original date of effect: 1 March 2010. 2026 Review date of effect: TDD-2026-1 August 2026 | Reviewed: | 2026 |
| Next review date: | 2036 | DOC ID: | |

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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

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.

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.

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.

Explanatory Note: Before the Council makes a resolution under this Bylaw it will comply with the decision-making requirements of the Local Government Act 1974 and 2002, as applicable to the decision.

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, or under the former Bylaw and continued under clause 32.2 and 32.4 of 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.
- 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.
- 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:
- (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.
- 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;
 - (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;
- (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)~~(j) wheelchair accessible vans;
- ~~(j)~~(k) car share vehicles;
- ~~(k)~~(l) oversized vehicles, trailers, boats or caravans;
- ~~(l)~~(m) diplomatic or consular corps vehicles;
- ~~(m)~~(n) members of the judiciary vehicles;
- ~~(n)~~(o) medical practitioner vehicles; and
- ~~(o)~~(p) 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.
- 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.

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.

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

[Explanatory Note: One-way restrictions resolved by the Council and recorded in Schedule 1 of the Traffic and Parking Bylaw 2010 are now listed under the resolutions recorded on the Council website.](#)

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.

[Explanatory Note: Turning restrictions resolved by the Council and recorded in Schedule 2 of the Traffic and Parking Bylaw 2010, are now listed under the Turning Restrictions resolutions on the Council website.](#)

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.
- 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 Roading Bylaw.

[Explanatory Note: Restrictions resolved by the Council and recorded in Schedule 3 of the Traffic and Parking Bylaw 2010 are now listed under the Weight Restrictions, Heavy Traffic Prohibitions and Turning Movements by Specified Classes of Vehicles resolutions on the Council website.](#)

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.

- 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.

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 Roadway 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).

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, and are listed under the resolutions kept on the Council website for one-way restrictions, turning restrictions and weight restrictions, heavy traffic prohibitions, and turning movements by specified classes of vehicles.

32.3 Any approval, permit or other act of authority which originated under or was continued by ~~either of~~ 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 1998 and the regulations and rules made under that Act Legislation Act 2019 Local Government Act 1974 and 2002 Disabled Persons Community Welfare Act 1975 Dunedin City Council Roading Bylaw 2020 Dunedin Reserves and Beaches Bylaw 2017 |
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