



Proposed Activities in the Road Corridor Bylaw 2022



This document is designed as a quick guide to help you identify which Parts of the Bylaw may affect you and/or your business. It is intended as an introduction, and we encourage you to read the relevant draft text of the Bylaw to gain a greater understanding.

General Provisions

What is in this Part of the proposed Bylaw?

'General Provisions' identifies which activities are restricted in general, and which are restricted except where an approval is provided by Auckland Transport. The purpose of this is maintaining a safe transport system and prioritising the primary purpose of the transport network: the movement of people and goods.

Activities which require approval to be conducted within a Road Corridor include placing certain objects such as waste containers within the road corridor (this includes the footpath and berm) and overhanging objects or equipment from properties over the road corridor. Section 6 under this Part outlines and regulates the granting and review of written approvals from Auckland Transport.

Who is likely to be affected by these parts of the proposed Bylaw?

This Part will potentially affect any person or business at some stage, and we recommend all Aucklanders familiarise themselves with the restrictions. We also hope that this Part will aid in understanding the types of activities that can be undertaken with the corresponding written approval. Note that approvals take a variety of forms depending on the type of activity sought to be undertaken; for example, a Vehicle Crossing Permit or an Encroachment Licence are both approvals which may be granted under this Bylaw.

What is changing?

There are some sections which may have a different approach than past Bylaws. Where an approach is different, these changes have generally been in response to known issues or changes in the transport system, in order to promote safe and efficient usage of the road. Some key sections that may differ from the provisions of previous bylaws are listed below:

- The draft bylaw includes general provisions to allow AT to require Traffic Management Plans (TMPs), and to require those preparing TMPs to be suitably qualified and to adhere to appropriate standards. The bylaw grants AT the authority to enforce, refuse or revoke permissions, should TMPs not be complied with. This includes the ability to reasonably refuse permissions to undertake work in the road corridor based on prior non-compliance or safety concerns that are on record. See Sections 5 and 7.
- Provisions prohibiting washing of cement-based mix or waste down the drain have been included to provide for enforcement of such activities that can harm the environment. See Section 3 (2) (f).
- Provisions concerning waste and toilets on the side of the road have been rewritten. It is worth understanding that the owner (in the case of rented equipment) can be considered responsible in the situation that a renter does not comply with the Bylaw. See Section 4.
- Provisions regarding electrical wires overhanging the footpath have been added to help avoid electrical and trip hazards that may occur with electric vehicle charging. See Section 3 (2) (d).

As this Part consolidates several aspects of past Bylaws, we encourage you to read the Proposed Bylaw and we welcome your feedback on any sections that you may be affected by.

**We also encourage you to review the Preliminary Provisions, including definitions used in the proposed Bylaw, and Parts 7-9 which include provisions related to fees, offences, revocations and enforcement of the Bylaw.*





Construction works, street damage, encroachments and vehicle crossings

What is in these Parts of the proposed Bylaw?

Parts 2, 3 and 4 of the proposed Bylaw cover activities which most commonly relate to construction and similar works but also encompass other sources of street damage and encroachment as may apply to a given situation. It is important that these activities be regulated by the proposed Bylaw in order to require them to be undertaken safely and in accordance with appropriate standards, while also preserving the primary transport functions of the Road Corridor.

Who is likely to be affected by these parts of the proposed Bylaw?

It is possible for anybody to be affected by some of the provisions, but it is most common that those working in the construction industry or who undertake construction projects of their own will be affected by these Parts of the proposed Bylaw.

What is changing?

AT is reducing the amount of paperwork needed to get approval to work in the road corridor. Currently, when someone other than a utility operator wants to do work in, on, above or under the road they need to sign a legal agreement with AT that sets out conditions for what they can do, when and how. The purpose of this is to make sure other road users are kept safe and damage to property is avoided.

These conditions and requirements have been incorporated in the draft Bylaw, reducing the amount of paperwork needed to get approval to work, without reducing the protections for people and property when the work is happening. This is intended as a procedural simplification, and it is hoped that this will reduce the time needed to obtain approval.

These Parts are a consolidation and update of a range of legacy bylaw provisions. We would welcome your feedback on any section in the proposed Bylaw. That said, we are very interested in how you see this bylaw affecting you in a professional capacity, and whether you see it as useful and functional in your business practice.



Trading, events or filming in the Road Corridor

What is in this Part of the proposed Bylaw?

Part 6 of the proposed Bylaw includes rules required to manage business and filming activities that take place in the road corridor. This Part is intended to replace and update the *Trading and events in public places bylaw 2015*. This Part can be considered complementary to the *Auckland Council Public Trading, Events and Filming Bylaw 2022* which takes effect from 26 February 2022 and regulates similar activities in public places other than the road corridor.

Who is likely to be affected by this Part of the proposed Bylaw?

Anybody affected by the *Trading and events in public places bylaw 2015* is likely to be affected by this Part of the proposed Bylaw.

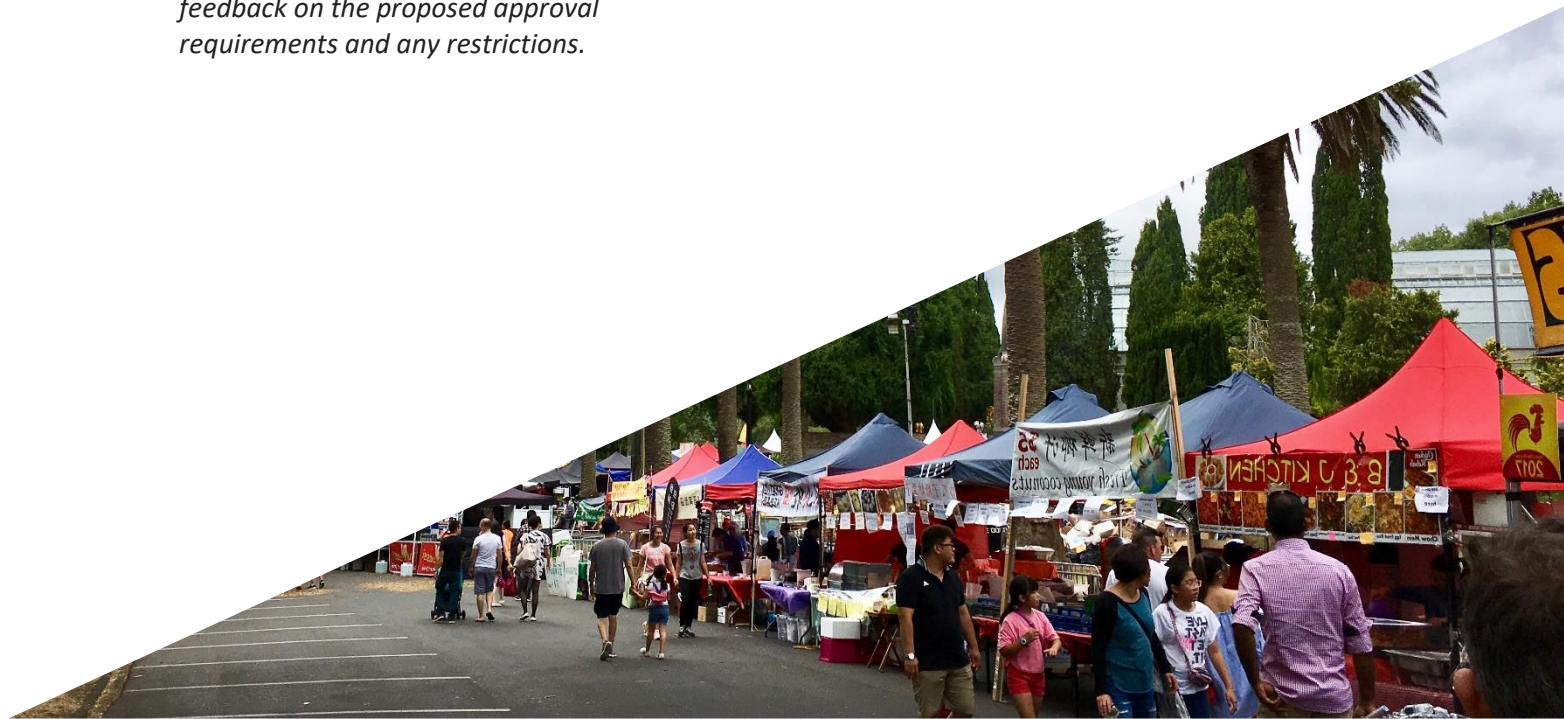
What is changing?

Auckland Council permits trading, events and filming in a public place; but AT must still grant approval if the Auckland transport system is affected. We have worked with Auckland Council to align this part of the proposed bylaw with the *Auckland Council Public Trading, Events and Filming Bylaw 2022*, so that the rules will complement each other to provide a consistent regulatory approach to these matters across public spaces. For example, it is proposed that the operation of public hire schemes for e-scooters within the road corridor be covered by AT's bylaw as these are considered transport-related. Some clauses that may be of particular interest on this topic are Section 34 (2), Section 36 (2) (c) and (f), Section 36 (o), and Section 38 (1) (c).

A summary of the key changes in the *Auckland Council Public Trading, Events and Filming Bylaw 2022* can be read [here](#) and may provide helpful context for this Part of the proposed Bylaw:

[Trading and Events in Public Places Bylaw 2015 \(aucklandcouncil.govt.nz\)](https://aucklandcouncil.govt.nz/Trading-and-Events-in-Public-Places-Bylaw-2015)

**We are particularly interested in feedback on the proposed approval requirements and any restrictions.*





Livestock on the Road Corridor

What is in this Part of the proposed Bylaw?

Part 5 of the proposed Bylaw includes provisions and regulations for locating or moving livestock in the road corridor. It outlines which livestock activities require an approval from Auckland Transport and how these activities are expected to comply with the Code of Practice for Temporary Traffic Management (CoPTTM).

Who is likely to be affected by these parts of the proposed Bylaw?

This Part of the proposed Bylaw is likely to affect farmers or other persons or organisations who own or handle livestock.

What is changing?

The proposed bylaw puts in place rules around safely moving stock across a road. If someone wants to move stock other than in line with those rules, they will need approval from AT. People will also need approval if they want to graze or locate stock on the side of the road or keep beehives on the side of the road. These rules are made to keep other road users safe.

As these provisions and regulations have been consolidated from a range of past bylaws as well as rewritten for this proposed Bylaw, we encourage you to read this Part and provide us with feedback. We are particularly interested in feedback from livestock owners and drivers as your experience may help us to further understand any practical impacts of the proposed changes.

