



# Joint AT and AC Bylaw Panel Deliberations

Document	Page
Deliberations report on the proposed new Vehicle Use and Parking Bylaw 2025 and its supporting proposals	3
Attachment A. Deliberations table	9
Attachment B. Statement of Proposal	29
Attachment C. Summary of Public Feedback	70
Attachment D. Detailed Feedback on the proposals	76
Attachment E. Operational and non-bylaw-related feedback	132
Attachment F. Views of local boards	137





AGENDA ITEM 1   BYLAW PANEL DELIBERATION PAPER	
<b>To:</b>	Joint AT and AC Bylaw Panel
<b>From:</b>	Magda Findlik, Senior Policy Advisor, AC Joemier Pontawe, Principal Policy Advisor, AT Pippa Sheppard, Transport Planner, AT
<b>Reviewed:</b>	Werner Pretorius, Head of Integrated Network Planning, AT Paul Wilson, Senior Policy Manager, AC
<b>Date:</b>	2 April 2025
<b>Title:</b>	<b>Deliberations report on the proposed new Vehicle Use and Parking Bylaw 2025 and its supporting proposals</b>

### Aronga / Purpose

- To assist Bylaw Panel deliberations on public feedback and mana whenua and local board views, on the proposed new joint Auckland Transport (AT) and Auckland Council (AC) Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw 2025 and the supporting proposals.

### Tuku mana / Delegation

- Delegation to deliberate and make recommendations on the public feedback, mana whenua and local board views sits with the Joint AT and AC Bylaw Panel.

### Ngā tūtohunga / Recommendations

That the Joint AT and AC Bylaw Panel:

- Thank those individuals and organisations who gave public feedback on the proposed new joint AT and AC Vehicle Use and Parking Bylaw 2025 and the supporting proposals.
- Thank mana whenua and local boards for providing their views on how the Panel should address matters raised in public feedback on the proposals.

- Note that the Panel has received the public feedback and mana whenua and local board views with an open mind and given them due consideration.
- Request that staff as delegated by the Chief Executives of AT and AC prepare a decision report for approval of the Panel that:
  - records the Panel recommendations on the new joint AT and AC Vehicle Use and Parking Bylaw 2025 and the supporting proposals in response to public feedback and mana whenua and local board views
  - provides the necessary recommendations to the AT Board and AC Governing Body to implement the Panel recommendations.

### Te whakarāpopototanga matua / Executive summary

- In October 2024, the AT Board and AC Governing Body adopted a proposal (Attachment B) to make a new joint AT and AC Vehicle Use and Parking Bylaw 2025 and supporting proposals for public consultation ([AT 29/10/2024 MM:Item20.2](#) and [GB/2024/151](#))
- AT and AC facilitated public consultation on these proposals from Monday 4 November to Monday 4 December 2024 (inclusive). We also organised public hearings on 6 December 2024 at 20 Viaduct Harbour Avenue, Auckland.
- We received responses from 196 people and organisations, including 181 online submissions, 13 mail and e-mail submissions, and two verbal submissions. Overall, the proposals were well received by the public.
- All feedback is summarised into the following topics:

Topic	Description
Main Proposal	Create a single joint Bylaw and associated resolutions for traffic-related matters by replacing the current <a href="#">AT Traffic Bylaw 2012</a> , <a href="#">AC Traffic Bylaw 2015</a> and <a href="#">AC Public Safety and Nuisance Bylaw 2013</a> (cl 16 only).
Supporting Proposal One	Clarify and improve 6 topics (for example, berm parking prohibitions and rules about heavy traffic).



Supporting Proposal Two	Move or remove 7 topics from the current AT and AC traffic-related Bylaws (for example, speed limits on council land).
Supporting Proposal Three	Clarify and improve rules in other Bylaws (for example, street damage caused by heavy vehicles during building work).
Other	Other bylaw-related matters raised in public feedback and other additional matters.

7. We also asked mana whenua and local boards of their views on how the Bylaw Panel should address matters raised in public feedback on the proposals.
8. We summarised public feedback (Attachment C) and provided a structure for the deliberations (Attachment A) to assist Bylaw Panel deliberations.
9. We recommend that the Bylaw Panel consider all feedback and views received on the proposals and make the necessary recommendations to the AT Board and AC Governing Body.
10. This approach will help complete the statutory process that AT and the council must follow. This includes considering with an open mind the views of people and organisations interested in the proposal before making a final decision.
11. The final step in the statutory process is for the AT Board and AC Governing Body to approve the Bylaw Panel recommendations in June 2025. If approved, we will publicly notify the decision and publish the Bylaw, including the amendments to other AT and AC Bylaws in supporting proposal three.

<sup>1</sup> Adopted 22 August 2013 (GB/2013/84).

<sup>2</sup> This includes clarifying conditions for the launching of boats on beaches and obtaining beach driving permits; creating new regulations for heavy vehicles; clarifying rules about parking vehicles off a roadway; creating clearer regulations about busways, busway stations, and park & rides; clarifying rules for resident parking and clarifying temporary traffic and parking rules for special events.

<sup>3</sup> This includes establishing shared zones, parking zones, parking places, and transport stations; new speed limits on council-controlled land; parking for display or sale; broken down vehicles on a road or

## Te horopaki / Background

### The main proposal makes a new AT and AC traffic-related bylaw

12. In October 2024, the AT Board and AC Governing Body adopted a proposal (Attachment B) to make a new joint AT and AC Vehicle Use and Parking Bylaw 2025 and the supporting proposals for public consultation ([AT 29/10/2024 MM:Item20.2](#) and [GB/2024/151](#)).
13. The proposal is a result of the review of three traffic-related bylaws in Auckland:
  - a. AT [Traffic Bylaw 2012](#) (adopted 18 July 2012, [AT 18/07/2012 MM:Item10](#))
  - b. AC [Traffic Bylaw 2015](#) (adopted 25 June 2015, GB/2015/63)
  - c. AC [Public Safety and Nuisance Bylaw 2013](#) (vehicles on beaches).<sup>1</sup>
14. The proposal seeks to minimise risk of accidents, travel delays, obstructions, nuisance, damage to the environment, public infrastructure and property on Auckland land transport system and council-controlled public land, by:
  - a. creating a single joint bylaw and associated resolutions for traffic-related matters that combines the current AT Traffic Bylaw 2012, AC Traffic Bylaw 2015 and AC Public Safety and Nuisance Bylaw 2013 (clause 16 only)
  - b. making supporting changes to clarify and improve 6 topics<sup>2</sup> (for example, berm parking prohibitions and rules about heavy traffic)
  - c. moving or removing 7 topics<sup>3</sup> from the current AT and AC traffic-related Bylaws (for example, speed limits on council land)
  - d. making changes to clarify and improve rules in other Bylaws<sup>4</sup> (for example, street damage caused by heavy vehicles during building work).

public place; leaving machinery or goods on a road or public place; repairing or modifying vehicles on a road or in a public place and priority on cycle paths or shared paths

<sup>4</sup> This includes street damage caused by heavy vehicles during building work on private property; repairing or modifying vehicles on a road or public place; signs advertising a service or sale on a parked vehicle; driving and parking on parks and beaches; abandoned and broken-down vehicles and machinery or goods on a road or public place.



## Panel was appointed to deliberate on public feedback

15. The AT Board on 29 October 2024, the AC Regulatory and Community Safety Committee on 8 October 2024 and Houkura – Independent Māori Statutory Board on 04 November 2024 appointed members to a Joint AT and AC Bylaw Panel<sup>5</sup> to deliberate and make recommendations to the AT Board and AC Governing Body on public feedback and mana whenua and local board views, to the proposal ([AT 29/10/2024 MM:Item20.2](#) and [RSCCC/2024/75](#)).
16. When deliberating, the Joint Bylaw Panel:<sup>6</sup>
  - a. must receive public feedback with an open mind and give it due consideration
  - b. must provide the decisions and reasons to submitters who gave feedback
  - c. must ensure all meetings are open to the public
  - d. may consider or request comment or advice from staff or any other person to assist their decision-making.

## We facilitated public consultation from 4 November 2024

17. We facilitated public consultation on the proposals from 4 November to 4 December 2024 (inclusive). We organised and managed the following initiatives to make sure that Aucklanders were made aware of the proposals:
  - a. created the '[AT Have Your Say](#)' webpage
  - b. published an article on AC '[Our Auckland](#)' website on 4 November 2024
  - c. published public notice in NZ Herald and in all local suburban papers in November 2024
  - d. promoted the proposal using social media (Facebook and Instagram) in November and December 2024

<sup>5</sup> Glenn Wilcox (Houkura), Henare Clarke (AT), Councillor Chris Darby (AT), Councillor Josephine Bartley (AC) and Councillor Julie Fairey (AC).

- e. sent email notification to partners and stakeholders (this included 6,454 beach driving permit holders), business and community interest groups; and internal stakeholders in November 2024
  - f. coordinated with all libraries and community facilities to make sure that the Statement of Proposal and feedback forms were available during the public consultation period.
18. We made sure that Aucklanders had sufficient opportunity to provide feedback using different means: in person, in writing, online, by email, phone (booking of an appointment was required) or post.
19. We also organised in-person and online drop-in sessions across Auckland:
  - a. Waitākere Central Library on 12 November 2024
  - b. Manukau Library on 14 November 2024
  - c. Central City Library on 19 November 2024
  - d. Albany Village Library on 21 November 2024
  - e. virtual drop-in session on 26 November 2024.
20. We also organised public hearings on Friday, 6 December 2024 at 20 Viaduct Harbour Avenue, Auckland.
21. We recorded 2,200 visits on the AT webpage, 429,399 views on our social media advertisements, asked 57,000 AC [People's Panel](#) members to provide feedback and 18 individuals came to the drop-in sessions.

## Me mōhio koe / What you need to know

### We received feedback from 196 people and organisations

22. AT received public feedback from 188 individuals and 8 organisations from across Auckland during the public consultation. The breakdown is as follows:
  - a. 181 online submissions by completing a feedback form
  - b. 13 mail and e-mail submissions

<sup>6</sup> Sections 82(1)(e), 82(1)(f) and 83(3) of the Local Government Act 2002 and sections 46 and 47 of the Local Government Official Information and Meetings Act 1987.



- c. two verbal submissions by individuals to the Joint Bylaw Panel.
23. The proposals were well received by the public. The main proposal was largely supported, with 83 per cent of respondents expressing no concerns. Most respondents had no comments or concerns about the supporting proposals:
- a. 51 per cent said they have no comments on supporting proposal one which seeks to clarify and improve 6 topics in the proposed new joint Bylaw
  - b. 70 per cent said they have no comments on supporting proposal two which seeks to move (or remove) 7 rules from the current Bylaws
  - c. 84 per cent said they have no concerns on supporting proposal three which seeks to clarify and improve other rules in the AC and AT Signs Bylaw 2022, AT Activities in the Road Corridor Bylaw 2022 and AC Public Safety and Nuisance Bylaw 2013 that relate to certain activities involving vehicles
  - d. 68 submitters provided additional comments about various Bylaws, operational, enforcement and non-bylaw related topics.

### **We sought mana whenua / local board views on public feedback**

24. We presented public feedback at all three AT mana whenua transport hui in February and March 2025 to seek mana whenua views on how the Joint Bylaw Panel should address matters raised in public feedback. Mana whenua views are captured in Attachment A.
25. We prepared a report for each local board in February 2025 which included a summary of public feedback from their local constituents. This gave the local boards an opportunity to provide their views (by resolution) on how the Joint Bylaw Panel should address public feedback on the proposals. In the same report, we also recommended that each local board appoint a representative to present their views in-person to the Bylaw Panel prior to deliberations.
26. All local boards resolved formal views (Attachment F) and 11 local board representatives will present their views in-person to the Panel on 2 May 2025.

### **We prepared the deliberations table to guide the Panel**

27. Attachments A to F in this report contain a deliberations table, proposal, summary and detailed copy of public feedback, a summary of operational and non-bylaw-related feedback and local board views.
28. Key matters for deliberations include consideration of the following matters to:
- a. add the definition of unformed roads and the reference to the [Management of Unformed Legal Roads](#) policy
  - b. add Sommerville Disability Support Services as a separate disability parking permit provider
  - c. exempt the New Zealand Defence Force from parking exemptions on beaches or defence activities (including Temporary Military Training)
  - d. consider busway stations and park-and-ride facilities (or other roads) that are not owned but are managed by AT or AC
  - e. include explicit reference to filming activities under the proposed vehicle use and parking controls for special events and film parking permits
  - f. retain the rule about priority users on cycle paths or shared paths (this includes pedestrians, cyclists, riders of mobility or wheeled devices).
29. Operational and non-bylaw related matters (Attachment E) that are generally outside the scope of deliberations will be forwarded to the relevant AT and AC operational units.
30. There is a reputational risk that some people or organisations who provided feedback may not feel that their views are addressed. This risk can be mitigated by the Bylaw Panel considering all public feedback contained in this report and recording its recommendations in a decision report to the AT Board and AC Governing Body.



## Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

31. There are no direct financial or resource impacts associated with this project. The cost associated with Bylaw Panel deliberations and Bylaw implementation will be sourced from existing budgets.

## Ka whaiwhakaaro ki te Tiakanga Taiao / Climate change and sustainability considerations

32. There are no climate change or sustainability considerations associated with the proposed new Bylaw.

## Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	<ul style="list-style-type: none"> <li>Eleven individuals identified as Māori and provided their feedback (7 per cent of submitters). Generally, Māori respondents provided similar feedback to the overall public feedback across all proposals.</li> <li>Between February and March 2025, we re-engaged with mana whenua at AT mana whenua transport hui to seek their views on how the Joint Bylaw Panel should address matters raised in public feedback.</li> <li>In general, mana whenua views focused on the number of feedback received and operational / implementation matters rather than bylaw-related matters, for example, road widths and parking minimums in new developments.</li> </ul>

Elected members	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	<ul style="list-style-type: none"> <li>In February 2025, all local boards had the opportunity to provide formal views by resolution on how the Bylaw Panel should address matters raised in public feedback to the proposal. In addition, local boards could also choose to present those views to the Bylaw Panel on 2 May 2025.</li> <li>All 21 local boards provided their views by resolution (Attachment F) and 11 local boards requested to present their views to the Bylaw Panel.</li> <li>In general, local board are supportive of the proposals. Nine local boards requested specific changes to the proposals, all of which are captured and discussed in Attachment A.</li> </ul>
Council Controlled Organisations	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	<ul style="list-style-type: none"> <li>Relevant staff from several council operational units were consulted throughout this joint review process between AT and AC. Overall, they are supportive of the proposals.</li> <li>We received specific inputs about filming activities and permits from Screen Auckland, which have been integrated into Attachment A.</li> </ul>

## Ā muri ake nei / Next steps

33. Following deliberations, we will prepare a report from the Bylaw Panel to the AT Board and AC Governing Body to implement the Bylaw Panel recommendations on public feedback from its deliberations. The report will be circulated to the Panel for approval and if necessary, the Panel may reconvene.
34. The final step is for the AT Board and AC Governing Body to approve recommendations from the Bylaw Panel in June 2025. If approved, we will publicly notify the decision and publish the new Bylaw, including the amendments to other AT and AC Bylaws in supporting proposal three.



## Ngā whakapiringa / Attachments

Attachment	Description
A.	Deliberations table
B.	Statement of Proposal
C.	Summary of Public Feedback
D.	Detailed Feedback on the proposals
E.	Operational and non-bylaw-related feedback
F.	Views of local boards

## Te pou whenua tuhinga / Document ownership

Submitted by	Approved for submission
Joemier Pontawe <b>Principal Policy Advisor</b>	Werner Pretorius <b>Head of Integrated Network Planning</b>



# **Attachment A**

## Attachment A – Deliberations Table

Attachment A provides a structure for deliberations. It contains a summary of public feedback and mana whenua and local board views.

The Bylaw Panel will have read all the feedback and views in Attachments C to F to ensure that all matters raised receive due consideration.

### Important:

- This Bylaw only applies to land in Auckland managed and controlled by Auckland Transport (AT) and Auckland Council (AC). It does not apply to State Highways (under the control of NZTA) or roadways on private land and privately-owned car parking facilities or buildings.

### Note:

- The number of comments for key themes may not equal the total number of comments stated because they include general comments or exclude operational and non-bylaw-related matters or because submitters said they have comments but left the comment boxes blank.
- The number of local board views may not equal 21 as some local boards did not comment on every proposal.

Public feedback topic (Main Proposal) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p><b>Create a single joint bylaw and associated resolutions for traffic-related matters that combines the current AT Traffic Bylaw 2012, AC Traffic Bylaw 2015 and AC Public Safety and Nuisance (PSN) Bylaw 2013 (clause 16 only) for the following topics:</b></p> <ul style="list-style-type: none"> <li>• One-way travel directions and turning restrictions</li> <li>• Special vehicle lanes</li> <li>• Unformed roads</li> <li>• Vehicles on beaches</li> <li>• Cycle paths, shared paths and shared zones</li> <li>• Cruising and light-weight vehicle restrictions</li> <li>• Engine braking</li> <li>• Parking (including zone parking), designated parking places or prescribing conditions of use</li> </ul>	<p><b>Current Bylaws:</b></p> <ul style="list-style-type: none"> <li>• enable AT and AC by resolution to create one-way roads (AT cl 7, AC cl 7), allow cycles to travel in the opposite direction (AT cl 7), prohibit vehicles from changing direction (AT cl 8, AC cl 8(1)(c)), and prescribe traffic movements that must take place at an intersection, road or cycle path (AT cl 9)</li> <li>• enable AT and AC by resolution to make special vehicle lanes (for both AT and AC roads) or areas (for AC) that may only be used by specified vehicles (AT cl 10(1), AC cl 8(1)(e))</li> <li>• enable AT and AC by resolution to restrict the use of vehicles on: <ul style="list-style-type: none"> <li>○ unformed legal roads to protect the environment, roads and adjoining land and road user safety (AT cl 17(1))</li> <li>○ any park, beach, unsealed or unformed road, permanently or temporarily (AC cl 8(2)(a))</li> </ul> </li> <li>• enable AC to prohibit driving any vehicle on a park except on places and subject to conditions Council specifies (AC PSN Bylaw 2013 (cl 16(1)))</li> <li>• enable AT and AC:</li> </ul>	<p>Not applicable. Recommendations made only in relation to 'key changes sought' below.</p>

Public feedback topic (Main Proposal) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> <li>• <b>Parking vehicles off a roadway (e.g., berm parking)</b></li> <li>• <b>Mobility parking (parking for disabled persons)</b></li> <li>• <b>Residents' parking</b></li> <li>• <b>Special events</b></li> <li>• <b>Unsuitable (including heavy) traffic</b></li> </ul> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>196 total submissions: <b>163 with no concerns (83 per cent)</b>, 33 with concerns (17 per cent) and 89 comments.</p> </div> <p><b>Key themes in support (57):</b></p> <ul style="list-style-type: none"> <li>• Proposal is a good idea, it makes sense: <ul style="list-style-type: none"> <li>○ simpler, clearer and easier to understand; rules easy to access and find; more straightforward; sensible, reasonable, practical and logical; removes confusion about who is responsible for certain things.</li> </ul> </li> <li>• More efficient, better for monitoring compliance and enforcement (9).</li> </ul> <p><b>Key themes opposed (11):</b></p> <ul style="list-style-type: none"> <li>• Retain status quo: <ul style="list-style-type: none"> <li>○ concerned that similar rules for different situations will not work and be harder to understand for ordinary and older people. This could create grey areas and make the enforcement uncertain (between Police and AT / AC).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>○ by resolution to restrict the use of vehicles on unformed legal roads on beaches to protect the environment, roads and adjoining land, and the safety of road users (AT cl 17(1))</li> <li>○ by resolution to permanently or temporarily prohibit or restrict the use of vehicles (or specified class) from being driven or parked on a beach (AC cl 8(1)(a), (1)(d), (2)(a))</li> <li>○ to prohibit driving or parking a vehicle on a beach except to launch or retrieve a boat, in emergency situations, or with prior council approval (AC PSN Bylaw 2013, cl 16)</li> <li>• enable AT and AC by resolution to establish the length, route and location of a cycle path (AT cl (12(1)(a), AC cl 8(1)(e)), determine priority users of a cycle path on a shared path (pedestrians, cyclists, riders of mobility or wheeled devices) (AT cl 12(1)(b)), and specify any road as a shared zone (AT cl 13(1), AC cl 8(2)(b))</li> <li>• enable AT by resolution to control, restrict or prohibit cruising on any specified section of a road and to prescribe how much time must pass before driving is considered as cruising (AT cl 14(1))</li> <li>• enable AT and AC by resolution to restrict or prohibit the use of light motor vehicles: <ul style="list-style-type: none"> <li>○ the AT Bylaw applies to vehicles below 3,500kg being driven on any specified road between 9pm and 4am (cl 15(1)), except when being used to visit a property on the restricted or prohibited road, when being used as a passenger service vehicle (for example a taxi) or with prior approval from AT (cl 15(2))</li> <li>○ the AC Bylaw is less specific and can be applied to any specified weight of vehicle (including light motor vehicles) being driven or parked on any specified road, bridge, culvert, beach or other public place (cl 8(1)(d))</li> </ul> </li> <li>• enable AT by resolution to prohibit or restrict engine braking on any road where the permanent speed limit does not exceed 70km/h (AT cl 16(1))</li> <li>• enable AT and AC by resolution to: <ul style="list-style-type: none"> <li>○ prohibit or restrict parking of any vehicles (AT cl 18(1), AC cl 9(1)(a))</li> <li>○ reserve any AT area or zone, road or building owned to be a parking place or a transport station (AT cl 19(1)(a))</li> <li>○ specify what vehicles may or must not use a parking place or transport station (AT cl 19(1)(b))</li> <li>○ specify efficient management and control a parking place or transport station (AT cl 19(1)(e))</li> </ul> </li> </ul>	

Public feedback topic (Main Proposal) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> <li>○ it is costly to change and consolidate Bylaws, this is a waste of ratepayers' time and money (4).</li> </ul> <p><b>Local board views</b></p> <ul style="list-style-type: none"> <li>● Support proposal (9)</li> <li>● Support proposal with additional views (7): <ul style="list-style-type: none"> <li>○ ensure local board notification and opportunity to provide feedback before prohibiting or restricting parking or implementing road changes (4)</li> <li>○ include motorised scooters and skateboards in the definition of vehicles (1)</li> <li>○ ensure that any cost savings from the efficiencies are passed on to consumers or invested into more transport and traffic-related education programmes (1)</li> <li>○ advice residents before any enforcement action takes place (1)</li> <li>○ provide more certainty on who the relevant authority is in Part 5 of the proposed new Bylaw (1)</li> <li>○ inclusion of an agile approach to implementing “No Stopping At All Times” (1)</li> </ul> </li> <li>● Kaipātiki Local Board recommended inclusion of a definition for unformed roads in the proposed new Bylaw and reference to the relevant policy (1)</li> </ul> <p><b>Mana whenua views</b></p> <ul style="list-style-type: none"> <li>● Mana whenua views focused on the low number of public feedback received in relation to Auckland’s population and</li> </ul>	<ul style="list-style-type: none"> <li>○ prescribe conditions to use a parking place (AT cl 19(1)(c), AC cl 9(1)(b)-(c) or transport station (AT cl 19(1)(c))</li> <li>○ any payable charges for the use of parking places (AC cl 9(1)(d)-(f)) or transport station (AT cl 19(1)(d)), including for example, the manner of payment, times and proof of payment</li> <li>○ provide that any restrictions that apply to a zone, do not apply in locations within that zone parking area where other specific stopping, standing or parking restrictions apply (cl 19(2))</li> </ul> <ul style="list-style-type: none"> <li>● prohibit a person from stopping, standing or parking a vehicle off a roadway: <ul style="list-style-type: none"> <li>○ in urban traffic areas on parts of the road that are cultivated (for example, a grass plot, a flower bed or shrubbery) (AT cl 22(1)) unless that part of the road is designed and constructed to accommodate a parked vehicle or with prior approval from AT (AT cl 22(2))</li> <li>○ in any footpath, grass verge, park, garden, beach or in any area that is not designed and constructed to accommodate a parked vehicle, unless with prior approval from AC (AC cl 11(1)).</li> <li>○ on a park except on places and subject to conditions Council specifies (AC PSN Bylaw 2013 (cl 16(2)))</li> </ul> </li> <li>● enable AT and AC by resolution to reserve any parking place for the exclusive use of a disabled person who must clearly display in the vehicle a current parking permit (AT cl 20(1)-(2), AC cl 10(1))</li> <li>● enable AT and AC by resolution to reserve any specified parking place as a residents’ only parking area (AT cl 21(1) and AC cl 9(1)), prescribe any fees and the manner by which fees may be paid (cl 21(2)), require a payment of the prescribed fees and a clearly displayed resident’s parking permit (cl 21(3))</li> <li>● enable AT by resolution to establish temporary parking controls (and the suspension of existing controls) that can be applied to special events (cl 18, 19, 20)</li> <li>● enable AC to temporarily close any road to vehicles for any event (cl 8(3)) and more generally by resolution to establish temporary parking controls on a road (cl 8(1)(a),(b))</li> <li>● enable AT and AC by resolution to: <ul style="list-style-type: none"> <li>○ prohibit or restrict the use of roads for any class of traffic or vehicle due to their size, nature or the types of goods carried (AT cl 11(1)) and provide exemptions for example, to unload goods if it’s safe (AT cl 11(3))</li> </ul> </li> </ul>	

Public feedback topic (Main Proposal) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
operational / implementation matters such as road widths, encroachments, parking limitations in new developments and local board decisions, as opposed to the Bylaw related matters covered in this proposal.	<ul style="list-style-type: none"> <li>○ prohibit any vehicles above a certain weight from being driven or parked on any road including any bridge, culvert, beach or other public place (AC cl 8(1)(d)).</li> </ul> <p><b>Proposal seeks to:</b></p> <ul style="list-style-type: none"> <li>● retain a regulatory approach to help address public safety risks, travel delays, obstructions, public nuisance and damage to the environment, public infrastructure and property caused by vehicle use and parking on roads and public places in Auckland</li> <li>● provide a simpler regulatory framework (one joint bylaw for Auckland) to administer, implement, enforce and communicate to the public because the boundaries between AT and AC controlled roads can be indistinguishable</li> <li>● apply a consistent approach to AT and AC controls about vehicle use and parking</li> <li>● make associated resolutions to clarify conditions associated with the use of vehicles on beaches and provide details about the approval system (the beach driving permit), including conditions for launching a boat and current beaches where a vehicle can be driven.</li> </ul>	
<p><b>Key changes sought (retain status quo – three separate Bylaws) (11)</b></p> <ul style="list-style-type: none"> <li>● Keep three separate Bylaws to regulate traffic-related matters in Auckland.</li> </ul>	<ul style="list-style-type: none"> <li>● The review found that having three traffic-related Bylaws that apply to different parts of Auckland’s road network is confusing. The boundaries between AT and AC can be indistinguishable to the public, AT and AC administration, and enforcement by Police.</li> <li>● Proposal seeks to continue to address the problems, streamline regulation by removing unnecessary duplications, provide a simpler regulatory framework to implement and enforce, and improve public understanding by having one set of rules to comply with that is applicable to all roads and public places in Auckland.</li> </ul>	That the proposal about <a href="#">creating a single joint bylaw and associated resolutions for traffic-related matters that combines the current AT Traffic Bylaw 2012, AC Traffic Bylaw 2015 and AC Public Safety and Nuisance Bylaw 2013 (clause 16 only)</a>
<p><b>Key changes sought (include motorised scooters and skateboards in the definition of vehicles) (1)</b></p> <ul style="list-style-type: none"> <li>● Howick Local Board recommends that definition of a “vehicle” should include motorised scooters (commercial &amp; private) and motorised skateboards (under Part 1. Preliminary Provisions, Vehicles).</li> </ul>	<ul style="list-style-type: none"> <li>● Proposal already applies to motorised scooters and skateboards (i.e. they are part of the general definition of vehicles and/o motor vehicles).</li> <li>● The Road User Rule 2004 already contains rules where motorised scooters and skateboards may be used, and any Bylaw made by AT or AC cannot state otherwise.</li> </ul>	<p><b>Either [Panel to decide] be adopted as publicly notified.</b></p> <p><b>OR</b></p>
<p><b>Key changes sought (clarify who has the authority to make decisions about vehicle use on beaches) (1)</b></p>	<ul style="list-style-type: none"> <li>● Proposal already defines relevant authority in clause 5(1).</li> <li>● In addition, some beaches in Auckland have unformed legal roads, which are controlled and managed by AT. The boundaries between the beach (controlled and managed by AC)</li> </ul>	<p><b>be amended to [Panel to insert].</b></p> <p><b>OR</b></p>

Public feedback topic (Main Proposal) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> <li>Upper Harbour Local Board requests that “vehicle use and parking on beaches” in Part 5 clarifies who the relevant authority is.</li> </ul>	<p>and the unformed legal road (controlled and managed by AT) can be indistinguishable to the public, AT and AC administration, and enforcement by AT and Police.</p> <ul style="list-style-type: none"> <li>Proposal seeks to streamline the regulatory framework to enable better coordination between AT and AC to more effectively regulate different parts of the same beach (Part 5).</li> </ul>	<p>be <b>rejected and the proposal amended</b> to [Panel to insert]. <b>AND</b></p>
<p><b>Key changes sought (add “unformed roads” definition and reference to the policy) (1)</b></p> <ul style="list-style-type: none"> <li>Kaipātiki Local Board requests that a specific definition of “unformed roads” be added in the new Bylaw, including a reference to the “Management of Unformed Legal Roads” policy.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal already covers both unformed legal roads managed by AT and unformed roads managed by AC. A single definition for unformed roads is not recommended as it may cause public confusion.</li> <li><b>Panel could if it wishes consider adding a related information note about how decisions are made relating to unformed legal roads, with reference to the AT’s <a href="#">Management of Unformed Legal Roads</a> policy.</b></li> </ul>	<p>Reasons include to [Panel to insert].</p>
<p><b>Key changes sought (add Sommerville Disability Support Services as a disability parking permit provider)</b></p> <ul style="list-style-type: none"> <li>Sommerville Disability Support Services requests that the “Related information about disabled persons’ parking permits” in page 13 of the proposed Bylaw is updated to explicitly mention the organisation as a separate disability parking permit provider.</li> </ul>	<ul style="list-style-type: none"> <li>Related information and links to webpages do not form part of the proposed Bylaw and may be inserted, changed or removed without any formality.</li> <li><b>Panel could if it wishes consider amending the “Related information about disabled persons’ parking permits” to explicitly mention Sommerville Disability Support Services as a separate disability parking permit provider.</b></li> </ul>	
<p><b>Key changes sought (ensure agile approach to implementing “no stopping at all times” in some circumstances) (1)</b></p> <ul style="list-style-type: none"> <li>Devonport-Takapuna Local Board recommends that the Bylaw provides for an agile approach to implementing “No Stopping At All Times” lines on roads where there is not enough room for cars to park or manoeuvre safely; noting Kerr Street and Northboro Road as examples.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal generally provides a “framework” bylaw where details of the control are determined later by resolution to enable a flexible and targeted application of rules.</li> <li>Proposal already provides sufficient operational guidance and justification on when “no stopping at all times” could be imposed in clause 13(2).</li> <li>In addition, details of the resolution (for example, the specific street) are an operational matter that can be reviewed and adjusted when necessary.</li> </ul>	

Public feedback topic (Supporting Proposal 1) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p><b>Make supporting changes to 6 topics in the proposed joint Bylaw by:</b></p> <ul style="list-style-type: none"> <li>clarifying conditions for the launching of boats on beaches and obtaining beach driving permits</li> <li>creating new regulations for heavy vehicles</li> <li>clarifying rules about parking vehicles off a roadway</li> <li>creating clearer regulations about busways, busway stations, and park &amp; rides</li> <li>clarifying rules for resident parking</li> <li>clarifying temporary traffic and parking rules for special events.</li> </ul> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>196 total submissions: <b>100 with no comments (51 per cent)</b>, 89 providing comments and 7 leaving blank comment boxes (49 per cent).</p> </div> <p><b>Key themes in support (92):</b></p> <ul style="list-style-type: none"> <li>Clarifying rules about parking vehicles off the roadway will make the Bylaw clearer, these changes are overdue. Berms are valuable places and parking on them damages the environment and utilities, creates hazards to road users and has been out of control (61)</li> <li>Advocates to proactively prohibit berm parking (2)</li> <li>Heavy vehicles cause safety issues and damage residential roads (15)</li> <li>Advocates for a blanket ban on heavy vehicle parking on residential streets with some exemptions (3)</li> <li>Advocates for clear rules for people using vehicles on beaches to ensure better management and that the rights of all users are respected (5)</li> <li>Wants private vehicles to be totally banned from beaches, unless when launching a boat (4)</li> </ul>	<p><b>Current Bylaws:</b></p> <ul style="list-style-type: none"> <li>enable AT and AC: <ul style="list-style-type: none"> <li>by resolution to restrict the use of vehicles on unformed legal roads on beaches to protect the environment, roads and adjoining land, and the safety of road users (AT cl 17(1))</li> <li>by resolution to permanently or temporarily prohibit or restrict the use of vehicles (or specified class) from being driven or parked on a beach (AC cl 8(1)(a), (1)(d), (2)(a))</li> <li>to prohibit driving or parking a vehicle on a beach except to launch or retrieve a boat, in emergency situations, or with prior council approval (AC PSN Bylaw 2013, cl 16)</li> </ul> </li> <li>enable AT and AC by resolution to: <ul style="list-style-type: none"> <li>prohibit or restrict the use of roads for any class of traffic or vehicle due to their size, nature or the types of goods carried (AT cl 11(1)) and provide exemptions for example, to unload goods if it's safe (AT cl 11(3))</li> <li>prohibit any vehicles above a certain weight from being driven or parked on any road including any bridge, culvert, beach or other public place (AC cl 8(1)(d))</li> </ul> </li> <li>prohibit a person from stopping, standing or parking a vehicle off a roadway: <ul style="list-style-type: none"> <li>in urban traffic areas on parts of the road that are cultivated (for example, a grass plot, a flower bed or shrubbery) (AT cl 22(1)) unless that part of the road is designed and constructed to accommodate a parked vehicle or with prior approval from AT (AT cl 22(2))</li> <li>in any footpath, grass verge, park, garden, beach or in any area that is not designed and constructed to accommodate a parked vehicle, unless with prior approval from AC (AC cl 11(1))</li> <li>on a park except on places and subject to conditions Council specifies (AC PSN Bylaw 2013 (cl 16(2)))</li> </ul> </li> <li>Legacy bylaw (North Shore City Council Bylaw 2000) sets rules for Busway Transport stations: <ul style="list-style-type: none"> <li>eligibility to apply for authorisation (cl 6.5.1) and information required for application (cl 6.5.2)</li> <li>authorisation conditions (cl 6.5.3) and compliance with conditions (cl 6.5.4)</li> </ul> </li> </ul>	<p>Not applicable. Recommendations made only in relation to 'key changes sought' below.</p>

Public feedback topic (Supporting Proposal 1) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> <li>• Support clarifying rules for resident parking (1)</li> <li>• Clearer regulations about busways, busway stations, and park &amp; rides make sense (1).</li> </ul> <p><b>Key themes opposed (13):</b></p> <ul style="list-style-type: none"> <li>• Berm parking should be allowed because off-street parking is not provided in new developments (8)</li> <li>• Heavy vehicle parking should be allowed especially for drivers and non-Auckland companies to have a space to have a break or rest (5).</li> </ul> <p><b>Local board views</b></p> <ul style="list-style-type: none"> <li>• Support proposal (7)</li> <li>• Support proposal with additional views (12): <ul style="list-style-type: none"> <li>○ limited parking availability due to housing intensification, lack of off-street parking requirements and road design (2)</li> <li>○ unintended consequences and challenges of berm parking prohibitions, particularly in areas with narrow streets and increased on-street parking due to the lack of carparks in intensified development (3)</li> <li>○ safety concerns and potential damages to critical infrastructure caused by berm parking (5)</li> <li>○ better enforcement for berm parking (4)</li> <li>○ consideration of local context before installing signs prohibiting berm parking (1)</li> <li>○ exemption from the parking off roadway rules for vehicles that are washed on grass berms (1)</li> <li>○ cheaper and faster processing times for Local Board-funded events (1)</li> </ul> </li> <li>• Waitākere Ranges Local Board does not support the blanket prohibition of parking off a roadway or berms if they do not block or damage the footpath or berm.</li> </ul>	<ul style="list-style-type: none"> <li>○ emergencies (cl 6.5.5)</li> <li>○ authorisation process (cl 6.5.6), authorisation fees (cl 6.5.8) and review, suspension, variation, or cancellation of authorisation (6.5.9) o prioritisation of users (cl. 6.5.7)</li> <li>○ use of busway transport stations (cl 6.5.10) and busway parking places (cl 6.5.11)</li> </ul> <ul style="list-style-type: none"> <li>• enable AT and AC by resolution to reserve any specified parking place as a residents' only parking area or exempt residents from existing restrictions within their residential areas (AT cl 21(1) and AC cl 9(1)), prescribe any fees and the manner by which fees may be paid (cl 21(2)), require a payment of the prescribed fees and a clearly displayed resident's parking permit (cl 21(3))</li> <li>• enable AT by resolution to establish temporary parking controls (and the suspension of existing controls) that can be applied to special events (cl 18, 19, 20).</li> </ul> <p><b>Proposal seeks to:</b></p> <ul style="list-style-type: none"> <li>• enable continued regulation of vehicles on beaches using the Land Transport Act 1998 (LTA) that provides the opportunity to use more effective and efficient infringement fines while streamlining the regulatory framework (one joint bylaw) to enable better coordination between AT and AC to regulate different parts of the same beach</li> <li>• improve the current approach to use bylaw resolutions to regulate unsuitable traffic and heavy vehicles by incorporating parking-related controls and other powers to regulate heavy traffic under section 22AB(1)(i-l) of the LTA, for example, to require security</li> <li>• improve the current approach by using a blanket ban instead of resolutions to prohibit parking vehicles off a roadway in areas where there is a formed kerb and channel, areas with vegetation not intended to be a carpark or where physical access is restricted.</li> <li>• include specific provisions about the use of busways (for example, the Eastern Busway) to align with the NZTA's Northern Busway Bylaw. The Bylaw intends to set the framework for the necessary busway controls and related processes but leave the identification of specific busway locations to resolutions</li> </ul>	



Public feedback topic (Supporting Proposal 1) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p><b>Mana whenua views</b></p> <ul style="list-style-type: none"> <li>• Mana whenua views focused on the low number of public feedback received in relation to Auckland’s population and operational / implementation matters such as road widths, encroachments and local board decisions, as opposed to the Bylaw related matters covered in this proposal.</li> <li>• Mana whenua also raised concerns about prohibiting berm parking considering housing intensification and the lack of parking provisions in new developments.</li> </ul> <p><b>Inputs from partners and key organisations<sup>1</sup></b></p> <ul style="list-style-type: none"> <li>• Exemptions to parking restrictions on beaches should be extended to the New Zealand Defence Force (NZDF) if they are performing official functions.</li> <li>• The proposed joint Bylaw should consider busway stations and park-and-ride facilities (or other roads) that are not owned but are managed by AT or AC.</li> <li>• Filming activities should be explicitly covered under the controls for special events. Film parking permits should also be mentioned in the proposed joint Bylaw for clarity and certainty.</li> </ul>	<ul style="list-style-type: none"> <li>• improve a proven approach to use bylaw resolutions to establish and regulate residents’ parking by aligning terminology with the Room to Move: Tāmaki Makaurau Auckland’s Parking Strategy 2023, removing clauses about residents’ only parking and specifying additional controls, for example, setting of fees</li> <li>• improve certainty by providing a specific clause for temporary vehicle controls associated with special events.</li> </ul>	
<p><b>Key changes sought (extend parking exemptions for vehicles on beaches to NZDF) (1)</b></p> <ul style="list-style-type: none"> <li>• The New Zealand Defence Force (NZDF) requests to be exempted from parking restrictions on beaches (or other rules in Part 5 of the Bylaw) if they are performing a statutory function, duty or power associated with enforcement, public health and safety or coastal conservation and management, or defense activities including Temporary Military Training.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposal already provides exemption from vehicle use and parking restrictions on beaches if a person is performing a statutory function, duty or power associated with enforcement, public health and safety or coastal conservation and management in clause 24(2)(d).</li> <li>• Adding “defence activities” in the list of automatic exemptions is, however, quite broad. Such defence activities could result in potential conflicts with other authorised activities of AT or AC if not properly coordinated or managed.</li> <li>• <b>Panel could if it wishes consider adding “defence activities including military training activities carried out by the New Zealand Defence Force”</b></li> </ul>	<p>That the proposal about making supporting changes to 6 topics in the proposed joint Bylaw <b>Either [Panel to decide] be adopted as publicly notified. OR</b></p>

<sup>1</sup> New Zealand Defence Force, New Zealand Transport Agency Waka Kotahi and Screen Auckland.

Public feedback topic (Supporting Proposal 1) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
	<p><b>under clause 24(2)(a) of the proposed Bylaw, which would require NZDF to obtain authorisation before conducting defence activities on beaches, and would result in better-coordinated activities on Auckland’s beaches.</b></p>	<p>be amended to [Panel to insert]. <b>OR</b></p>
<p><b>Key changes sought (extend Bylaw provisions to roads not owned but managed by AT or AC) (1)</b></p> <ul style="list-style-type: none"> <li>NZTA Waka Kotahi advised that the proposed joint Bylaw should also consider busway stations and park-and-ride facilities (or other roads) that are not owned but are managed by AT or AC.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal already applies to land managed <u>and</u> controlled by AT or AC.</li> <li>Note: This requires that the land is both managed and controlled by either AT or AC before the Bylaw can be applied.</li> <li><b>Panel could if it wishes consider clarifying and provide more certainty on the application of the proposed Vehicle Use and Parking Bylaw 2025 to land that is not owned but is managed by either AT or AC by:</b> <ul style="list-style-type: none"> <li>amending the title page of the Bylaw to clarify that the bylaw is made for land that is controlled or managed by either AT or AC</li> <li>amending clause 3 of the Bylaw to note that it applies to land controlled or managed by AT or AC</li> <li>amending the definition of “relevant authority” to clarify the coverage of land controlled or managed by AT or AC</li> <li>amending clause 21(1) to clarify that it applies to park and ride facilities and all parking places adjacent to busway stations that are controlled or managed by AT or AC.</li> </ul> </li> </ul>	<p>be <b>rejected and the proposal amended to [Panel to insert].</b> <b>AND</b> Reasons include to [Panel to insert].</p>
<p><b>Key changes sought (include explicit reference to filming activities in addition to special events and provide reference to film parking permits) (1)</b></p> <ul style="list-style-type: none"> <li>Screen Auckland requests that filming activities be explicitly covered under the proposed vehicle use and parking controls for special events. They also requested that film parking permits be mentioned in the proposed Bylaw for clarity and certainty.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal already covers temporary vehicle controls (parking restrictions or prohibitions and road closures) associated with a ‘special event’ which includes filming activities.</li> <li>Proposal provides a non-exhaustive list of permits in clause 27(2) administered and issued under the Bylaw (for example, residential parking permits, approved car share vehicle permits and beach driving permits).</li> <li><b>Panel could if it wishes consider adding explicit reference to filming activities in Part 6 (Special events) of the proposed Bylaw and anywhere in the Bylaw that “special events” are mentioned.</b></li> <li><b>Panel could if it wishes consider adding film parking permits in the sample list of permits the Bylaw covers in clause 27(2) of the proposed Vehicle Use and Parking Bylaw 2025.</b></li> </ul>	

Public feedback topic (Supporting Proposal 1) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p><b>Key changes sought (provide for berm parking exemptions for washing vehicles) (1)</b></p> <ul style="list-style-type: none"> <li>• Kaipātiki Local Board requests that an exemption on the berm parking prohibition be included in the proposed Bylaw for vehicles that are being washed on grass berms, as this is preferable to cleaning fluids going into the stormwater system, which is often the case if cars are washed in driveways or other paved areas. AC currently advises washing vehicles on grass, but many homes do not have vehicle access to a grass area other than a public berm.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposal provides more certainty and consistency by prohibiting parking vehicles off a roadway in areas where there is a formed kerb and channel, with vegetation not intended to be a carpark or where physical access is restricted.</li> <li>• While washing vehicles on grassed berms is better than on driveways or other concrete areas, not every berm is wide enough, and not all berms are flat to be able to contain wash water on the grass area.</li> <li>• In addition, any rule exception would have to be sign posted which could create confusion to the public if only applied to certain berms in Auckland.</li> </ul>	
<p><b>Key changes sought (enable better enforcement powers of berm parking) (2)</b></p> <ul style="list-style-type: none"> <li>• Maungakiekie-Tāmaki, Ōrākei and Puketāpapa Local Boards request the inclusion of enforcement provisions in the Bylaw to fine vehicles that park on berms or on public infrastructure including boat ramps.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposal already includes rules about parking in general and parking on berms.</li> <li>• Note that there is no power for a bylaw made under the <a href="#">Land Transport Act 1998</a> to create offences or to impose fines. The Bylaw can prescribe what is permitted or prohibited, but the relevant offences (if they exist) and associated fines are in central government legislation (in this case, the <a href="#">Land Transport (Road User) Rule 2004</a> and the <a href="#">Land Transport (Offences and Penalties) Regulations 1999</a>).</li> <li>• Therefore, it is not legally possible for the Bylaw to include enforcement provisions to fine vehicles parking on berms or public infrastructure.</li> </ul>	
<p><b>Key changes sought (no blanket ban on berm parking) (9)</b></p> <ul style="list-style-type: none"> <li>• Waitākere Ranges Local Board notes that Auckland is in an awkward period of transition with housing intensification, changes to parking provision planning rules and the need for the city to keep investing in public transport and active modes to change travel behaviour, which continues to be highly dependent on private car use. The board also notes that there are many negative attributes of vehicle parking on berms and off-roadway areas that may need to be dealt with on a case-by-case basis (not a blanket approach).</li> </ul>	<ul style="list-style-type: none"> <li>• Proposal seeks to streamline the process when prohibiting parking vehicles off a roadway (including berms) by removing the need to pass individual resolutions (which is costly and time consuming) and providing more certainty where parking is prohibited (clause 20).</li> <li>• In addition, AT and AC still need to install regulatory signs before any enforcement action can take place, until such time that central government legislation is clarified. This cannot happen overnight, and AT and AC will still need to establish a prioritisation criterion to identify problematic areas across Auckland where regulatory signs and enforcement are needed.</li> </ul>	

Public feedback topic (Supporting Proposal 1) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> <li>Berm parking should be allowed in areas where the roads are narrow with no off-street parking (8).</li> </ul>		
<p><b>Key changes sought (reduce requirements for transport management plans of local board-funded events to ensure faster and cheaper processing) (1)</b></p> <ul style="list-style-type: none"> <li>Kaipātiki Local Board requests that the proposed Bylaw includes an ability for Local Board-funded events to be processed faster / cheaper, with reduced requirements for transport management plans.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal generally provides a “framework” bylaw where details of the control are determined later by resolution to enable a flexible and targeted application of rules.</li> <li>The proposed Bylaw supports a traffic management plan (TMP) by enabling traffic or parking controls required under a TMP. However, the TMP itself and the process of preparing or obtaining approval for a TMP <b>are an operational matter that can be reviewed and adjusted when necessary.</b></li> </ul>	
<p><b>Key changes sought (put in place a blanket ban on heavy truck parking across residential streets) (3)</b></p> <ul style="list-style-type: none"> <li>Impose a blanket ban on heavy truck parking in residential streets throughout Auckland.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal provides a balanced approach to restricting heavy vehicle parking on roads where there is evidence of a risk to public safety or nuisance arising out of the parking of the heavy vehicle (instead of a blanket ban).</li> <li>In addition, the Bylaw making powers in s <a href="#">22AB(1)(n) of the Land Transport Act 1998</a> require that the control must relate to “specified roads”, which would have to be identified, and therefore cannot be made as a blanket prohibition.</li> </ul>	
<p><b>Key changes sought (retain status quo for heavy truck parking) (5)</b></p> <ul style="list-style-type: none"> <li>Retain current rules for heavy truck parking to ensure that companies from outside of Auckland (which operate in Auckland) have a place to park their trucks. Changing the current rules will restrict truck drivers from doing commercial deliveries.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal provides the ability to prohibit the parking of heavy motor vehicles on any specified road in clause 13(3) only if and when required.</li> <li>Proposal does not intend to put a blanket heavy truck parking prohibition in Auckland.</li> <li>AT and AC will still need to pass location-specific resolutions before any restriction or prohibition is enforced, and this would require analysis and consultation with affected stakeholders, including the affected local board.</li> </ul>	

Public feedback topic (Supporting Proposal 2) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p><b>Move (or remove) 7 rules from the current Bylaws about the following topics:</b></p> <ul style="list-style-type: none"> <li>establishing shared zones, parking zones, parking places, and transport stations</li> <li>new speed limits on council-controlled land</li> <li>parking for display or sale</li> <li>broken down vehicles on a road or public place</li> <li>leaving machinery or goods on a road or public place</li> <li>repairing or modifying vehicles on a road in in a public place</li> <li>priority on cycle paths or shared paths.</li> </ul> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>196 total submissions: <b>137 with no comments (70 per cent)</b>, 52 providing comments and 7 leaving blank comment boxes (30 per cent).</p> </div> <p><b>Key themes in support (2):</b></p> <ul style="list-style-type: none"> <li>Agree and support moving the rules about repairing or modifying vehicles on roads or public places from the current Bylaws (2).</li> </ul> <p><b>Key themes opposed (18):</b></p> <ul style="list-style-type: none"> <li>The rules about priority users on cycle paths or shared paths are needed. AT and AC can improve or strengthen the rules instead to make them more effective (18).</li> </ul> <p><b>Local board views</b></p> <ul style="list-style-type: none"> <li>Support proposal (6)</li> <li>Waitemātā and Whau Local Boards do not support removal of priority rules on cycle paths and shared paths.</li> </ul>	<p><b>Current Bylaws:</b></p> <ul style="list-style-type: none"> <li>enable AT and AC by resolution to specify any road as a shared zone (AT cl 13(1), AC cl 8(2)(b))</li> <li>enable AT to reserve any AT area or zone, road or building owned to be a parking place or a transport station (AT cl 19(1)(a))</li> <li>enable the council by resolution to set permanent, temporary or variable speed limits on roads under its management or control (AC cl 13)</li> <li>prohibit parking (which includes stopping or standing) of a vehicle on any road (both AC and AT), parking place (AT) or public place (AC) for the purpose of advertising a good or service or for offering a vehicle for sale unless it is being used for day-to-day travel (AT cl 23, AC cl 8(4)(a))</li> <li>prohibit leaving vehicles on any road or public place for a continuous period exceeding 7 days if the vehicle does not have effective motive power or cannot be safely driven (AT cl 26, AC cl 12)</li> <li>prohibit leaving any machinery or goods (equipment, materials, containers or things) on any road or public place without prior approval, excluding waste containers authorised by AC (AT cl 24, AC cl 8(4)(b))</li> <li>prohibit repair or modification of vehicles on AT roads unless they are of a minor nature and do not impede the flow of traffic or are necessary to enable the vehicle to be moved off a road (AT cl 25)</li> <li>enable AT to determine priority users of a cycle path on a shared path (pedestrians, cyclists, riders of mobility or wheeled devices) (AT cl 12(1)(b)).</li> </ul> <p><b>Proposal seeks to:</b></p> <ul style="list-style-type: none"> <li>remove reference to the 'establishment' of shared zones, parking zones, parking places, and transport stations from the Bylaw (a bylaw is not required to create or establish them).</li> <li>remove rules about speed limits to be consistent with the legal framework established by the current 2024 Land Transport Rule (new speed limits on council-controlled roads are to be set through a speed management plan)</li> <li>remove rules about parking for display or sale and rely on existing administration and enforcement of valid parking, and signage controls that already address the problem and (unlike the current Bylaws) have associated penalties to encourage compliance</li> </ul>	<p>Not applicable. Recommendations made only in relation to 'key changes sought' below.</p>

Public feedback topic (Supporting Proposal 2) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> <li>Waitematā Local Board does not support removal of the rule that prohibits using the roadside as a place to sell vehicles, instead, the Board recommends further work to make this rule easier to enforce.</li> </ul> <p><b>Mana whenua views</b></p> <ul style="list-style-type: none"> <li>Mana whenua views focused on the low number of public feedback received in relation to Auckland’s population and operational / implementation matters such as road widths, encroachments, parking limitations in new developments and local board decisions, as opposed to the Bylaw related matters covered in this proposal.</li> </ul>	<ul style="list-style-type: none"> <li>remove rules about broken down vehicles on a road or public place and rely on better regulatory powers under the LGA 1974 and AC PSN Bylaw 2013 to address the problem more effectively and efficiently than an LTA bylaw</li> <li>remove rules about unauthorised machinery or goods on a road or public place and rely on existing administration and enforcement under the AT ARC Bylaw 2022, AC PSN Bylaw 2013 and LGA 1974 (section 357)</li> <li>move the rules about prohibiting repair or modification of vehicles in any road or public place to better aligned AT and AC Bylaws</li> <li>remove the clauses about cycle paths and shared paths (difficult to enforce) and replace them with a related information note.</li> </ul>	
<p><b>Key changes sought (retain status quo about priority users on cycle paths or shared paths) (20)</b></p> <ul style="list-style-type: none"> <li>Retain the current rules about priority users on cycle paths or shared paths (this includes pedestrians, cyclists, riders of mobility or wheeled devices).</li> <li>Waitematā and Whau Local Boards do not support the removal of the priority user rules on cycle paths or shared paths. Waitematā Local Board noted that even if the rule is difficult to enforce, having it in a bylaw sets a cultural norm that encourages safe behaviour and this is vitally important for vulnerable road users like children on scooters or bicycles, and older and disabled people using micromobility devices.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal seeks to remove the ineffective priority user controls in cycle paths and shared paths (i.e., the controls which allows AT to prioritise users on cycle paths or shared paths such as pedestrians, cyclists, riders of mobility or wheeled devices).</li> <li><b>Panel could if it wishes consider retaining the rule about priority users on cycle paths or shared paths (this includes pedestrians, cyclists, riders of mobility or wheeled devices) by putting an additional clause to the proposed Vehicle Use and Parking Bylaw 2025, as follows, and adding a related information note about the definition of shared paths and cycle paths:</b></li> </ul> <p><b><i>“The relevant authority may by resolution determine priority for users of a cycle path or a shared path that may be used by some or all of the following persons at the same time:</i></b></p> <ul style="list-style-type: none"> <li><b><i>(a) pedestrians;</i></b></li> <li><b><i>(b) cyclists;</i></b></li> <li><b><i>(c) riders of mobility devices;</i></b></li> <li><b><i>(d) riders of wheeled recreational devices.”</i></b></li> </ul>	<p>That the proposal about <a href="#">moving (or removing) 7 rules from the current bylaws</a></p> <p><b>Either [Panel to decide] be adopted as publicly notified.</b></p> <p><b>OR</b></p> <p>be amended to [Panel to insert].</p> <p><b>OR</b></p> <p>be rejected and the proposal amended to [Panel to insert].</p> <p><b>AND</b></p>
<p><b>Key changes sought (retain status quo by continuing to prohibit vehicle sale on roadsides) (1)</b></p>	<ul style="list-style-type: none"> <li>Proposal continues to prohibit vehicle sale on roadsides by relying on the <a href="#">AC and AT Signs Bylaw 2022 (cls 18, 3 and 6)</a> which already prevents the use of a vehicle for</li> </ul>	<p>Reasons include to <b>[Panel to insert]</b>.</p>

Public feedback topic (Supporting Proposal 2) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> <li>Waitemata Local Board does not support the removal of rules prohibiting using the roadside as a place to sell vehicles. The board instead recommends further work to make this rule easier to enforce, particularly in urban centres where the practice impacts availability of parking for the wider community as has been a problem regularly in Great North Road and Grey Lynn near to the car sales yards.</li> </ul>	<p>the main purpose of displaying a sign that is visible from any road or council-controlled public place in Auckland. Exceptions apply to real estate and election signs, and signs with prior approval.</p> <ul style="list-style-type: none"> <li>The AC and AT Signs Bylaw 2022 is made under the Local Government Act 2002 and provides better enforcement powers, for example, the ability to seize property and includes a maximum court fine of \$20,000. In contrast, a traffic bylaw prohibiting parking for sale or display, made under the Land Transport Act 1998, does not have an associated infringement fee or penalty.</li> <li>This approach streamlines regulations, optimises regional efficiencies and reduces costs to ratepayers by removing rules that are already addressed by another Bylaw.</li> </ul>	

Public feedback topic (Supporting Proposal 3) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p><b>Make changes to other rules in the AC and AT Signs Bylaw 2022, AT Activities in the Road Corridor (ARC) Bylaw 2022 and AC Public Safety and Nuisance (PSN) Bylaw 2013 that relate to certain activities involving vehicles, such as:</b></p> <ul style="list-style-type: none"> <li>street damage caused by heavy vehicles during building work on private property</li> <li>repairing or modifying vehicles on a road or public place</li> <li>signs advertising a service or sale on a parked vehicle</li> <li>driving and parking on parks and beaches</li> <li>abandoned and broken-down vehicles</li> <li>machinery or goods on a road or public place.</li> </ul> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>196 total submissions: <b>164 with no concerns (84 per cent)</b>, 32 with concerns (16 per cent) and 42 comments.</p> </div> <p><b>Key themes in support (28):</b></p> <ul style="list-style-type: none"> <li>Completely reasonable and sensible, ensuring accountability for street damage, including damages to the berms and cycleways (10)</li> <li>Agree that clear rules about repairing or modifying vehicles on roads and public places are needed. Associated issues are exacerbated by the lack of parking in intensified residential areas, and that vehicle repairs should comply with environmental laws (5)</li> <li>Agree that clarifying rules about broken down vehicles is needed as some people even store them permanently on roads and this should not be allowed (3)</li> <li>Support clarifying rules (or even a full ban) about parking for display or sale as businesses are using public space for private purposes (2)</li> <li>Support not allowing machinery or goods to be left on roads or public places without approval (2)</li> </ul>	<p><b>Current Bylaws:</b></p> <ul style="list-style-type: none"> <li>require street damage inspection for works on, in, over or under the road (AT ARC Bylaw 2022, Part 2: Street Damage)</li> <li>do not contain rules about repair or modification of vehicles on a road or public place</li> <li>prohibit the use of a vehicle for the main purpose of displaying a sign that is visible from any road or council-controlled public place in Auckland. Exceptions apply to real estate and election signs, and signs with prior approval. Penalties include a maximum court fine of \$20,000 (AC and AT Signs Bylaw 2022, cl 18, 3 and 6)</li> <li>prohibit driving or parking a vehicle on a beach except to launch or retrieve a boat, in emergency situations, or with prior council approval (AC PSN Bylaw 2013, cl 16)</li> <li>prohibit leaving or abandoning any object, vehicle, material or structure in a public place that is likely to cause a safety risk, nuisance, damage, obstruction, disturbance, or interference to any person in their use or enjoyment of that public place (AC PSN Bylaw 2013, cl 6(3))</li> <li>prohibit leaving any bin or waste container (specifically those not authorised by AC), portable toilet or ablutions block, shipping or storage container, generator, construction materials or equipment (for example, debris, rubbish, concrete mixer), or any type of encroachment (such as any structure, object or work of any kind, or tree or plant) on a road without prior approval from AT (AT ARC Bylaw 2022, cl 4, 9 and 21)</li> <li>prohibits leaving objects in a public place that are likely to cause a problem in general and specifically building or construction materials, equipment and amenities and shipping and storage containers (AC PSN Bylaw 2013, cl 6(3) and Schedule 1, cl 6(3) and Schedule 1(3) and 10).</li> </ul> <p><b>Proposal seeks to:</b></p>	<p>Not applicable. Recommendations made only in relation to 'key changes sought' below.</p>



Public feedback topic (Supporting Proposal 3) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> <li>Agree and strongly support clear rules about broken down vehicles, repairing / modifying vehicles, and parking for display or sale (4)</li> <li>Agree and strongly support moving the rules about driving and parking on beaches to the new Bylaw (2).</li> </ul> <p><b>Key themes opposed (5):</b></p> <ul style="list-style-type: none"> <li>Vehicle repairs on roads and public places during emergency situations should be allowed. People without driveways or private carparks should also be considered (4)</li> <li>Broken down vehicles left on roads or public places should be allowed in emergency cases (1).</li> </ul> <p><b>Local board views</b></p> <ul style="list-style-type: none"> <li>Support proposal (7)</li> <li>Support proposal with additional views (3) <ul style="list-style-type: none"> <li>extend the street damage clause of the AT ARC Bylaw 2022 to also cover berms, all public infrastructure and vehicle accessways (3)</li> <li>strengthen the rules to enable AT to remove broken or abandoned vehicles from roads and public places more easily and more quickly (1).</li> </ul> </li> </ul> <p><b>Mana whenua views</b></p> <ul style="list-style-type: none"> <li>Mana whenua views focused on the low number of public feedback received in relation to Auckland's population and operational / implementation matters such as road widths, encroachments, parking limitations in new developments and local board decisions, as opposed to the Bylaw related matters covered in this proposal.</li> </ul>	<ul style="list-style-type: none"> <li>regulate the impact of works in a private land on roads on the Auckland transport system under AT ARC Bylaw 2022 (Part 2: Street Damage)</li> <li>prohibit repair or modification of vehicles on any road or public place that can affect the intended use of the road corridor or the public place</li> <li>explicitly refer to a person (other than a motor vehicle trader) offering a vehicle for sale of the AC and AT Signs Bylaw 2022 (cl 18)</li> <li>remove cl 16 of the AC PSN Bylaw 2013 pertaining to the rules about driving or parking a vehicle on a beach</li> <li>streamline the regulation of abandoned and broken down vehicles, and vehicle repairs (matters that involve vehicles, but unrelated to their 'use (driving) or parking') by relying solely on the PSN Bylaw 2013</li> <li>streamline the regulation of machinery, equipment, materials, containers or things by relying solely on the PSN Bylaw 2013.</li> </ul>	
<p><b>Key changes sought (exempt vehicle repairs or broken down vehicles in emergency situations) (5)</b></p> <ul style="list-style-type: none"> <li>Exempt broken down vehicles or repair of vehicles in emergency situations on roads and public places.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal does not impose a blanket ban on vehicle repairs or broken-down vehicles. It only prohibits abandoned vehicles or vehicle repairs on roads or public places if they are likely to cause a safety risk, nuisance, damage (including to the environment), obstruction, disturbance, interference to any person or disruption to traffic flow.</li> </ul>	<p>That the proposal about <a href="#">making changes to other rules in the AC and AT Signs Bylaw 2022</a>, <a href="#">AT Activities in the Road Corridor Bylaw 2022</a> and</p>
<p><b>Key changes sought (enable vehicle repairs on roads and public places in special circumstances) (2)</b></p>		

Public feedback topic (Supporting Proposal 3) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> <li>Enable vehicles to be repaired on roads or public places for users without driveways or private car parks.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal already allows vehicle repairs or broken-down vehicles in emergency situations on roads or public places (and beyond it as long as those vehicles do not cause a safety risk, nuisance, damage, obstruction, disturbance, interference to any person or disruption to traffic flow).</li> </ul>	<p>AC Public Safety and Nuisance Bylaw 2013 that relate to certain activities involving vehicles</p>
<p><b>Key changes sought (ensure that damage to accessways and roads (including berms and all public infrastructure) during construction is cost recoverable) (3)</b></p> <ul style="list-style-type: none"> <li>Maungakiekie-Tāmaki and Puketāpapa Local Boards request that the AT ARC Bylaw 2022 includes the ability for AT to require compensation to repair damage done to berms and all public infrastructure caused by heavy vehicles during construction of developments at neighbouring addresses.</li> <li>Kaipātiki Local Board requests that the AT ARC Bylaw 2022 includes the ability for AT to require compensation to repair damage done to vehicle accessways (private property) caused by heavy vehicles during construction of developments at neighbouring addresses, as well as roads.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal clarifies the scope of building works covered in <a href="#">the AT ARC Bylaw 2022</a> and the coverage of its Part 2: Street Damage in relation to building work.</li> <li>Proposal already addresses the problems related to activities in development or construction sites on a private land causing damage to nearby roads, including the berms and public infrastructure.</li> <li>However, while AT can make a bylaw to protect the land from damage under its control (for example, the legal roads in Auckland), its bylaw-making powers do not extend to similar protections from damage on a private land.</li> </ul>	<p>Either [Panel to decide] be <b>adopted as publicly notified</b>.</p> <p><b>OR</b></p> <p>be <b>amended</b> to [Panel to insert].</p> <p><b>OR</b></p> <p>be <b>rejected and the proposal amended</b> to [Panel to insert].</p> <p><b>AND</b></p> <p>Reasons include to [Panel to insert].</p>
<p><b>Key changes sought (advocates for more effective removal of broken or abandoned vehicles) (1)</b></p> <ul style="list-style-type: none"> <li>Kaipātiki Local Board requests that relevant rules are strengthened to enable AT to remove broken or abandoned vehicles from roads and public places more easily and more quickly. The Board acknowledges that there are statutory restrictions, but at the same time noted that broken and abandoned vehicles are concern in the community and require a clearer, faster and more robust response.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal does not seek to duplicate matters already dealt with by the government legislation. The powers to remove broken or abandoned vehicles from roads and public places are already covered under section <a href="#">128E of the Land Transport Act 1998</a> and sections <a href="#">356</a> and <a href="#">356A of the Local Government Act 1974</a>.</li> <li>In addition, a bylaw that is inconsistent with the central government legislation would be ultra vires (any bylaw rules cannot supersede the existing central government legislation).</li> </ul>	

Other Matters raised in Public Feedback	Staff comment (information to assist deliberations)	Panel recommendation
<p><b>Key comments / changes recommended (Attachment E)</b></p> <p>Panel could if it wishes to deliberate on any of the matters in Attachment E categorised as follows:</p> <ul style="list-style-type: none"> <li>• central government legislation</li> <li>• Bylaw implementation and process (including controls)</li> <li>• resourcing and enforcement</li> <li>• non-regulatory measures (other policies, protocols, plans)</li> <li>• other non-bylaw matters (multiple topics).</li> </ul>	<ul style="list-style-type: none"> <li>• This is an opportunity for the Bylaw Panel to deliberate on any matters contained in Attachment E that it considers require more direction from elected members or management.</li> <li>• The matters in Attachment E contain detail considered by staff to be outside the scope of the proposal and are therefore more appropriately referred to relevant AT or council departments for their consideration.</li> </ul>	<p>Either [Panel to decide]</p> <p>That matters contained in Attachment E be referred to relevant AT or council departments for consideration.</p> <p>OR</p> <p>That in relation to the matters contained in Attachment E:</p> <ul style="list-style-type: none"> <li>• [Panel to insert recommendations]</li> </ul> <p>for any matters not referred to above be referred to relevant AT or council departments for consideration.</p>

Other Matters	Staff comment (information to assist deliberations)	Panel recommendation
<p><b>Concerns about low public feedback</b></p> <p>Albert-Eden, Hibiscus and Bays, and Howick Local Boards and mana whenua raised the issue of low submission numbers of public feedback in relation to Auckland's population.</p>	<ul style="list-style-type: none"> <li>• The promotion of the proposal had significant reach. For example, social media advertisements recorded 429,399 views, we directly invited 57,000 people on the AC People's Panel and 6,454 beach driving permit holders to have their say.</li> <li>• Public feedback opportunities were broad-ranging and included ability to make submissions in writing online, by email or by post, in-person at six 'drop-in' sessions' that deliberately took place across Auckland (at Manukau Library, Albany Library, Henderson Library and Central Library) and at a stakeholder hearings day. An on-line drop-in session was also organised for the public to provide direct feedback.</li> <li>• The low public feedback is in part due to perceived direct impact on their lives. Auckland residents are interested in changes that are perceived to directly impact their lives - the rates they pay, the environment they enjoy, the way they travel. The Bylaw proposals relate to a framework with relatively minor changes that will not directly change the way most people drive and park around the region.</li> </ul>	<p>Not applicable.</p>

Other Matters	Staff comment (information to assist deliberations)	Panel recommendation
	<ul style="list-style-type: none"> <li>The 196 public submissions are comparably more than other bylaw reviews. For example, there were 106 submissions on the AC and AT Signs Bylaw 2022, 78 submissions on the AC Public Trading, Events and Filming Bylaw 2022 and 65 submissions on the AT ARC Bylaw 2022. In addition, public feedback on the current traffic-related Bylaws was much lower previously, the AC Traffic Bylaw 2015 received 7 submissions and the AT Traffic Bylaw 2012 received 48 submissions.</li> </ul>	
<p><b>Key comments / changes recommended (Any other matters)</b></p> <p>Panel should deliberate on any matters contained in public feedback, local board and mana whenua views it considers that have not been adequately addressed in this Attachment A.</p>	<ul style="list-style-type: none"> <li>This is an opportunity for the Bylaw Panel to deliberate on any matters contained in public feedback, local board and mana whenua views it considers that have not been adequately addressed in this Attachment A.</li> </ul>	<p>Either [Panel to decide]</p> <p>Consider that all matters raised in public feedback local board and mana whenua views have been given adequate consideration.</p> <p><b>OR</b></p> <p>That in relation to the matters raised in public feedback, local board and mana whenua views, the Panel:</p> <p>[Panel to insert recommendations, suggestions, notes].</p>

# **Attachment B**

# Statement of Proposal to Improve Auckland's Traffic-related Bylaws



Auckland Transport (AT) and Auckland Council (AC) propose simplifying and improving Auckland's traffic-related bylaws by:

- Creating a new joint Auckland Transport and Auckland Council Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw 2025 and associated resolutions to combine the Auckland Transport Traffic Bylaw 2012, Auckland Council Traffic Bylaw 2015 and clause 16 of the Auckland Council Public Safety and Nuisance Bylaw 2013; and
- Making changes to other rules in the Auckland Council and Auckland Transport Signs Bylaw 2022, Auckland Transport Activities in the Road Corridor Bylaw 2022 and Auckland Council Public Safety and Nuisance Bylaw 2013 that relates to certain activities involving vehicles.

AT and AC invite public feedback on these changes from Monday 4 November to Monday 4 December 2024 (inclusive). This includes the opportunity to provide feedback (or learn more about the proposal) at a drop-in session and to register to speak to the Bylaw Panel during the hearings on 5 and 6 December 2024 at 20 Viaduct Harbour Avenue, Auckland.

# 1. Have your say

The number of people and the competing uses of Auckland's roads create a complex system that can increase the risk of accidents, travel delays, obstructions, nuisance, and damage to the environment, public infrastructure and property.

Auckland Transport (AT) and Auckland Council (AC) use traffic-related bylaws to address these problems by putting in place controls (restrictions and prohibitions) related to vehicle use and parking that help create an Auckland land transport system that connects people and places in a way that is safe, effective and efficient.

We recently reviewed whether our traffic-related bylaws are fit for purpose and identified improvements. Our main proposals to improve our traffic-related bylaws are to:

- create a new joint AT and AC Vehicle Use and Parking Bylaw 2025 that combines and imposes controls in three current bylaws related to where vehicles can be driven and parked on roads, parks, beaches, unformed roads, berms, council community facilities, public transport stations, busways and during special events
- create clear controls about busways and busway stations
- improve current controls that generally prohibit vehicles on beaches, with exceptions including to launch a boat or to drive on Muriwai and Karioitahi beach with a permit
- create specific vehicle use and parking controls for special events
- create new controls about the use of heavy vehicles (including parking)
- clarify controls about parking vehicles off a roadway (for example, on a berm or grass)
- remove controls about cycle path or shared path priority users (ineffective) and about establishing shared zones, parking zones, parking places and transport stations (do not require a bylaw)
- align residents' parking controls with the policies in Room to Move: Tāmaki Makaurau Auckland's Parking Strategy 2023
- rely on the Land Transport Rule: Setting of Speed Limits 2022 to set new speed limits on AC controlled land
- make changes to the AC and AT Signs Bylaw 2022, AT Activities in the Road Corridor Bylaw 2022 and AC Public Safety and Nuisance Bylaw 2013, and relying on the Local Government Act 1974, to regulate certain activities involving vehicles (like advertising, sale, repair or disrepair) and things left on roads.

These proposed changes will make our bylaws simpler and easier to understand.

## We want to know what you think

From **4 November 2024** through to (and including) **4 December 2024**, we want you to tell us what you think about the proposed improvements.

Visit [haveyoursay.at.govt.nz/trafficbylaw](https://haveyoursay.at.govt.nz/trafficbylaw) for more information, including:

- ways to have your say (in person at one of our drop-in sessions or during the hearings, in writing, in an online form or by phone).
- how to register to speak or use New Zealand sign language during the hearings to have your say on the proposal to a Bylaw Panel.

Free internet access is available at Council libraries.

## 2. What are our traffic-related bylaws

Auckland Transport (AT) and Auckland Council (AC) can make traffic-related bylaws under the [Land Transport Act 1998](#) and [Local Government Act 2002](#).

Our traffic-related bylaws are currently in the [AT Traffic Bylaw 2012](#), the [AC Traffic Bylaw 2015](#) and the [AC Public Safety and Nuisance Bylaw 2013](#) (clause 16 only).

The purpose of the current Bylaws:

- for AT, is to provide an effective, efficient and safe Auckland land transport system.<sup>1</sup>
- for AC, is to have a consistent and safe regime for traffic, parking and speed limits on land not in the Auckland transport system and to ensure public safety, minimise nuisance and misuse of vehicles on beaches.<sup>2</sup>

The Bylaws generally provide a “framework” that identify the types of traffic-related controls for which the detail is set later ‘by resolution’. This means, for example, the bylaw says we can create bus lanes, but doesn’t list the streets where the bus lanes are. Those are done later, through resolutions.

The Bylaws enable us to:

- set one-way travel directions and turning restrictions on specific roads
- create special vehicle lanes
- restrict vehicles from unformed roads
- regulate cycle paths, shared paths and shared zones
- establish cruising and light-weight vehicle restrictions
- prohibit engine braking on specific roads
- set speed limits on council-controlled land
- regulate parking (including zone parking) in a parking place or transport station
- create and regulate mobility parking (parking for disabled persons)
- create and regulate residents’ parking
- regulate vehicle use and parking during special events
- regulate unsuitable (including heavy) traffic

The Bylaws also provide “self-contained” controls that includes details that:

- generally prohibit vehicles on beaches, except to launch a boat or with a Permit
- generally prohibit parking vehicles off a road (for example on a berm or grass)
- prohibit broken down vehicles on a road or public place
- prohibit major vehicle repairs on a road
- prohibit parking for display or sale (sole purpose is advertising or sale)
- prohibit leaving machinery or goods on a road or public place

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<sup>1</sup> The Auckland Transport System includes the majority of Auckland’s roads (‘legal roads’) and all public transport services and infrastructure (for example bus and train services, bus stops, etc.).

<sup>2</sup> Auckland Council is responsible for road on parks, reserves and beaches that are not ‘legal roads’ and all off-street parking facilities at council libraries, community centres and car park buildings.



### 3. What we propose to change

We are proposing to simplify our rules about vehicle use and parking by creating a single joint bylaw for Auckland. We are also proposing to update, improve, streamline and make Auckland’s bylaws more efficient.

The main proposals, in comparison to the existing traffic-related Bylaws are:

Proposal to create a new bylaw and resolutions (See Appendix A for bylaw and B for resolutions)	Reasons for proposal
<p><b>Create a single joint bylaw and associated resolutions for traffic-related matters</b> that combines and improves the current AT Traffic Bylaw 2012, AC Traffic Bylaw 2015 and AC Public Safety and Nuisance Bylaw 2013 (clause 16 only) for the following topics:</p> <ul style="list-style-type: none"> <li>• One-way travel directions and turning restrictions</li> <li>• Special vehicle lanes</li> <li>• Unformed roads</li> <li>• Vehicles on beaches</li> <li>• Cycle paths, shared paths and shared zones</li> <li>• Cruising and light-weight vehicle restrictions</li> <li>• Engine braking</li> <li>• Parking (including zone parking), designated parking places or prescribing conditions of use</li> <li>• Parking vehicles off a roadway (e.g., berm parking)</li> <li>• Mobility parking (parking for disabled persons)</li> <li>• Residents’ parking</li> <li>• Special events</li> <li>• Unsuitable (including heavy) traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Retain a regulatory approach to help address public safety risks, travel delays, obstructions, public nuisance and damage to the environment, public infrastructure and property caused by vehicle use and parking on roads and public places in Auckland</li> <li>• Provide a simpler regulatory framework to administer, implement, enforce and communicate to the public because the boundaries between AT and AC controlled roads can be indistinguishable</li> <li>• Apply a consistent approach to AT and AC controls about vehicle use and parking.</li> </ul>

Proposed improvements in and under new and current bylaws	Reasons for proposal
<p>1. <b>Create</b> clear controls about busways and busway stations, including park and ride facilities</p>	<ul style="list-style-type: none"> <li>• Provide clearer distinctions between bus lanes and busways and between bus stops and bus/busway stations (including park and ride facilities)</li> </ul>
<p>2. <b>Improve</b> controls and continue to generally prohibit the use and parking of vehicles on beaches with exceptions, for example to launch a boat on any accessible beach and to drive on Muriwai and Karioitahi beaches with a Permit, including by:</p> <ul style="list-style-type: none"> <li>• making a resolution to clarify current conditions for launching a boat</li> <li>• making a resolution to identify current beaches where a vehicle can be driven with a Permit</li> </ul>	<ul style="list-style-type: none"> <li>• Establish consistent controls on beaches, whether they are controlled by Auckland Council or Auckland Transport</li> <li>• Improve enforcement of the current approach to restricting the use and parking of vehicles on beaches by enabling infringement fines</li> <li>• Allow more flexibility by setting conditions for launching a boat through resolutions rather than through a bylaw, which requires a longer review process.</li> <li>• Clarify that the Permit system will be</li> </ul>

Proposed improvements in and under new and current bylaws	Reasons for proposal
<ul style="list-style-type: none"> <li>providing details about the Permit system (existing Permits continue to apply until they expire)</li> </ul>	<p>limited to Muriwai and Karioitahi where there is an existing management process</p> <ul style="list-style-type: none"> <li>Clarify the how the permit system works (for example, the conditions of use)</li> </ul>
<p>3. <b>Create</b> specific vehicle use and parking controls for special events</p>	<ul style="list-style-type: none"> <li>Improve certainty about the ability to make temporary vehicle use and parking controls in and around special events (for example a street festival or market)</li> </ul>
<p>4. <b>Create</b> new controls about heavy traffic by:</p> <ul style="list-style-type: none"> <li>adding parking-related controls and other Land Transport Act 1998 powers to regulate heavy traffic (for example, to require compensation for damage to a road caused by a heavy vehicle)</li> <li>amending the <a href="#">AT Activities in the Road Corridor Bylaw 2022</a> (Part 2: Street Damage) to cover activities on a private land causing damage to nearby roads</li> </ul>	<ul style="list-style-type: none"> <li>Better address public safety risks and nuisance (for example from poor visibility) caused by heavy vehicles parked on roads</li> <li>Integrate all relevant powers under the Land Transport Act 1998</li> <li>Address problems related to heavy vehicles accessing development or construction sites on private land and causing damage to nearby roads</li> </ul>
<p>5. <b>Clarify</b> controls about parking vehicles off a roadway by prohibiting parking in areas where there is a formed kerb and stormwater channel (for example, on a berm), areas with vegetation not intended to be a carpark, or where vehicle access is restricted.</p>	<ul style="list-style-type: none"> <li>Improve certainty about where parking off a roadway is generally prohibited (for example a berm or grass area in a park)</li> <li>Improve implementation efficiency (for example the process for installing signs to allow for the enforcement)</li> </ul>
<p>6. <b>Align</b> residents' parking controls with the policies in <a href="#">Room to Move: Tāmaki Makaurau Auckland's Parking Strategy 2023</a></p> <ul style="list-style-type: none"> <li>remove clauses about residents' only parking<sup>3</sup></li> <li>refer to residents' exemption parking area as residential parking zones</li> </ul>	<ul style="list-style-type: none"> <li>Avoid public confusion by harmonising the Bylaw with higher-level strategies</li> </ul>

Proposals to remove or relocate bylaw controls (See Appendix C for proposed changes to other bylaws)	Reasons for proposal
<p>1. <b>Remove</b> controls related to:</p> <ul style="list-style-type: none"> <li>regulating the priority among users (pedestrians, cyclists, riders of mobility devices or riders of wheeled recreational devices) of a cycle path or a shared path</li> </ul>	<ul style="list-style-type: none"> <li>Remove ineffective priority user controls</li> <li>A bylaw is not required to establish zones, places and stations</li> </ul>

<sup>3</sup> Auckland City Council phased out residents only parking permits in 2007 by not allowing the permits to be transferred to new owners when a property sells. These permits are different from residential parking permits issued in residential parking zones.

Proposals to remove or relocate bylaw controls (See Appendix C for proposed changes to other bylaws)	Reasons for proposal
<ul style="list-style-type: none"> <li>establishing shared zones, parking zones, parking places and transport stations</li> </ul>	
<p>2. <b>Rely</b> on existing regulatory powers under the Local Government Act 1974 (section 356) and <b>Amend</b> the AC Public Safety and Nuisance Bylaw 2013 (clause 6(3)) about abandoned vehicles to address broken down vehicles left on a road or public place</p>	<ul style="list-style-type: none"> <li>Avoid duplication of existing regulatory powers more aligned with the activity</li> </ul>
<p>3. <b>Rely</b> on existing regulatory powers under the Land Transport Rule: Setting of Speed Limits 2022 to set new speed limits on AC controlled land (existing speed limits will remain)</p>	<ul style="list-style-type: none"> <li>Comply with new statutory requirements to use speed management plans to set new speed limits</li> </ul>
<p>4. <b>Amend</b> the AT Activities in the Road Corridor Bylaw 2022 and the AC Public Safety and Nuisance Bylaw 2013 to prohibit the repair or modification of vehicles on a road or public place in a way that damages or creates an obstacle, nuisance, disruption or safety risk</p>	<ul style="list-style-type: none"> <li>Rely on other existing bylaws more aligned with the activity</li> </ul>
<p>5. <b>Amend</b> the AC and AT Signs Bylaw 2022 to regulate parking for advertising or sale</p>	<ul style="list-style-type: none"> <li>Rely on other existing bylaws more aligned with the activity</li> </ul>
<p>6. <b>Rely</b> on the AT Activities in the Road Corridor Bylaw 2022 and Local Government Act 1974 (section 357) and <b>Amend</b> the AC Public Safety and Nuisance Bylaw 2013 to regulate machinery or goods left on roads and public places</p>	<ul style="list-style-type: none"> <li>Rely on other existing rules that are more aligned with the activity</li> </ul>

If you want to know more:

- **Appendix A** shows the proposed new joint AT and AC Vehicle Use and Parking Bylaw 2025.
- **Appendix B** shows the proposed new joint AT and AC resolutions for vehicle use and parking on beaches.
- **Appendix C** shows the proposed changes to bylaws related to Signs, Activities in the Road Corridor and Public Safety and Nuisance.

# 4. How we implement and apply traffic-related bylaws

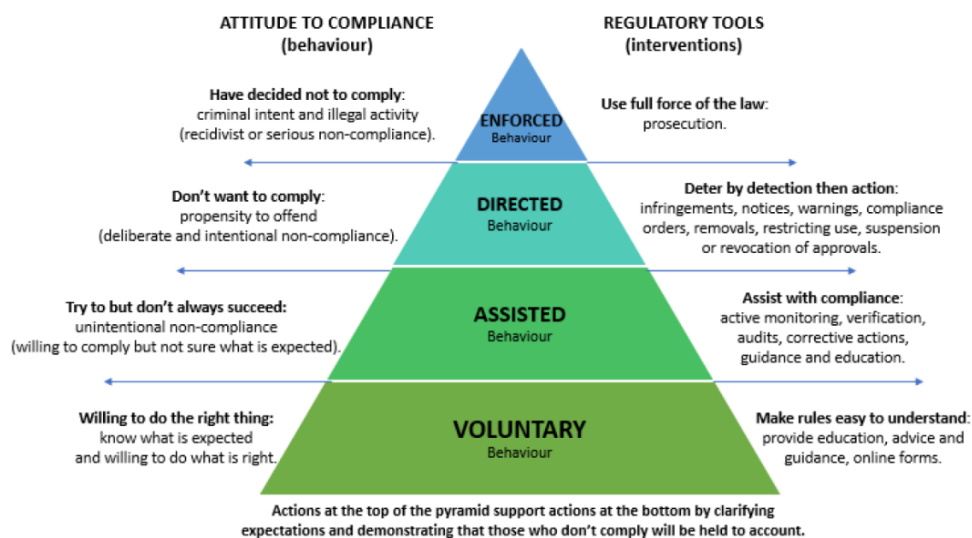
The existing traffic-related bylaws are enforced by Auckland Transport, Auckland Council and the New Zealand Police using national legislation.

- The [Land Transport \(Road User\) Rule 2004](#) requires compliance with most controls set through the Bylaws. Non-compliance with the Rule is an offence under [the Land Transport \(Offences and Penalties\) Regulations 1999](#).
- The [Land Transport Act 1998](#) specifies the organisation responsible for the enforcement of a control. Police (for example) enforce most moving vehicle offences, while AT parking wardens enforce stationary (parking) and special lane offences.
- Infringement fines and penalties for breaches of bylaw controls vary and are specified in the [Land Transport \(Offences and Penalties\) Regulations 1999](#)
- The [Local Government Act 2002](#) provides powers and penalties to Auckland Council to enforce bylaw controls made under that Act about vehicles on parks and beaches.

## How compliance works

The overall approach to compliance relies on information and education campaigns, and issuing warning notices and infringement fines to encourage compliance. For example:

- for **parking controls**, enforcement relies on a combination of parking wardens patrolling their areas and the use of licence plate recognition (LPR) vehicles.
- for **special vehicle lane controls**, enforcement relies heavily on technology:
  - AT has been installing CCTV cameras to monitor compliance since 2017
  - random deployment of roadside officers still occurs but only when complaints are received for special vehicle lanes where cameras have yet to be installed
  - this approach reduces implementation costs, addresses resource limitations and increases effective monitoring of traffic-related controls across Auckland.
- for **non-location specific controls**, separate processes within AT and AC have been established (for example, to manage vehicles, machinery or other equipment that are left, broken down, repaired, advertised or sold on roads or public places).

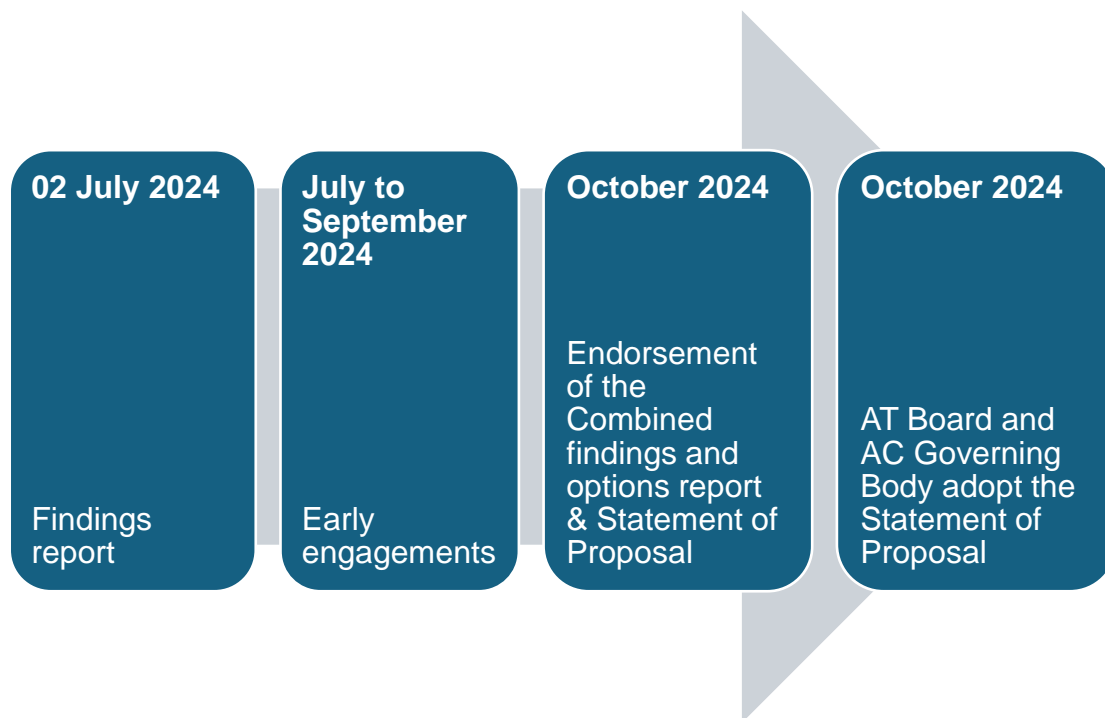


# 5. How we got here

## Decisions leading to the proposed changes

Auckland Transport (AT) and Auckland Council (AC) periodically review their [Land Transport Act 1998](#) traffic-related bylaws against best practice to ensure they are fit for purpose and align with new land transport legislation.

This review focused on assessing whether the bylaws have been helpful since they were made and whether any improvements could be considered. This process included reporting review findings; early engagements with Local Boards, select advisory panels, and mana whenua; and considering the options at various workshops and meetings in 2024.



This statement of proposal was approved for public consultation by the AT Board and AC Governing Body on 29 October 2024 and 24 October 2024, respectively.

Go to [haveyoursay.at.govt.nz/trafficbylaw](https://haveyoursay.at.govt.nz/trafficbylaw) for copies of the above decisions, including a report on the findings and options considered.

A summary of the key findings and options is provided in the Boxes and Table below.

**Summary of key findings (from Auckland Transport and Auckland Council findings reports):**

The current Auckland Transport and Auckland Council traffic-related bylaws:

- have helped ensure Auckland’s roads and public places connect people and places in a way that is safe, effective and efficient, and protects the environment
- for vehicles on beaches, could be improved by enabling access to infringement fines and more effective use of permit conditions
- for parking restrictions, could be improved by clarifying where off-road parking is prohibited, how parking controls are adopted and enforced
- for setting new speed limits on Auckland Council land, can no longer be used
- for activities involving vehicles or things such as advertising on vehicles, are not used
- could be streamlined by developing a single traffic-related bylaw made by both Auckland Transport and Auckland Council.

**Summary of key decisions from Auckland Transport and Auckland Council options report:**

Auckland Transport and Auckland Council identified five statutory options to respond to the findings:

- Option 1 (Retain) – Retain current Bylaws
- Option 2 (Amend) – Amend current Bylaws
- Option 3 (Transfer) – Transfer to better aligned Bylaws
- Option 4 (Replace) – Replace current Bylaws with a joint AT and AC Traffic Bylaw<sup>4</sup>
- Option 5 (Revoke) – Revoke current Bylaws and rely on other regulatory powers.

We carried out a comparative assessment for two most reasonably practicable options against criteria (effectiveness, efficiency, validity and risks) for each topic of 18 topics.

The Table below provides a summary of review findings and recommendations for each of the 18 topics covered by this review of traffic-related bylaws.

	Topic Name	Control Type	Is it Helpful?	Any improvements?	Recommended Option
1	One-way travel directions and turning restrictions	Framework	Yes	Yes	Replace
2	Special vehicle lanes	Framework	Yes	Yes	Replace
3	Unformed roads	Framework	Yes	Yes	Replace
4	Vehicles on beaches	Self-contained	Yes	Yes	Replace
5	Cycle paths, shared paths and shared zones	Framework	Yes	Yes	Replace
6	Cruising and light-weight vehicle restrictions	Framework	Yes	Yes	Replace
7	Engine braking	Framework	Yes	Yes	Replace

<sup>4</sup> An option to replace the current Bylaws with two separate AT and AC Traffic Bylaws was not evaluated further in this report. The Bylaws are not expiring, and Option 2 (Amend) allows the retention of separate AT and AC Traffic Bylaws.

	Topic Name	Control Type	Is it Helpful?	Any improvements?	Recommended Option
8	Speed limits on council-controlled land	Framework	Yes	Yes	Revoke
9	Parking (including zone parking), designating parking place or transport station, or prescribing conditions of use	Framework	Yes	Yes	Replace
10	Parking vehicles off a roadway (for example, berm parking)	Self-contained	No	Yes	Replace
11	Mobility parking (parking for disabled persons)	Framework	Yes	Yes	Replace
12	Residents' parking	Framework	Yes	Yes	Replace
13	Broken down vehicles on a road or public place	Self-contained	No	Alternative rules used	Revoke
14	Vehicle repairs on a road	Self-contained	No	Alternative rules used	Transfer
15	Parking for sole purpose of advertising or sale	Self-contained	No	Alternative rules used	Revoke
16	Special events	Framework	Yes	Yes	Replace
17	Leaving machinery or goods on a road or public place	Self-contained	No	Alternative rules used	Revoke
18	Unsuitable (including heavy) traffic	Framework	Yes	Yes	Replace

# 6. We want your input

## You have an opportunity to tell us your views

We would like to know what you think about the proposed new joint traffic bylaw, associated resolutions and the amendments to the other AC and AT Bylaws.

### Give us your feedback

Starting on 4 November 2024 through to 4 December 2024 we are asking for feedback on the proposed new Auckland Transport (AT) and Auckland Council (AC) Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw 2025 and associated resolutions, and amendments to the AC and AT Signs Bylaw 2022, AT Activities in the Road Corridor Bylaw 2022 and the AC Public Safety and Nuisance Bylaw 2013.

You can give your feedback:

- in person at one of our drop-in sessions – visit our website for details
- via our online survey which you can find at [haveyoursay.at.govt.nz/trafficbylaw](https://haveyoursay.at.govt.nz/trafficbylaw)
- in writing by picking up a feedback form at your local library or emailing us at [trafficbylaw@at.govt.nz](mailto:trafficbylaw@at.govt.nz)
- by phone – contact us to book an appointment.

If you would like to present your views in person or via an audio-visual link, or to register to use New Zealand sign language during the hearings, please email [trafficbylaw@at.govt.nz](mailto:trafficbylaw@at.govt.nz) or call (09) 355 3553 to book a time slot. The hearings will be held on 5 and 6 December 2024 at 20 Viaduct Harbour Avenue, Auckland.

Visit [haveyoursay.at.govt.nz/trafficbylaw](https://haveyoursay.at.govt.nz/trafficbylaw) for more information.

Online services are available at our libraries.

Your name and feedback will be available to the public in our reports and online. All other personal details will remain private.



**Appendix A: Proposed new joint AT and AC Vehicle Use and Parking Bylaw 2025**



# Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 Vehicle Use and Parking Bylaw 2025

(as at XXXXX)

**Made by the Board of Auckland Transport and  
the Governing Body of Auckland Council**

**in resolution XXXXX on XXXXXX and**

**in resolution XXXXXX on XXXXXX respectively**

Bylaw made under section 22AB of the Land Transport Act 1998, by the –

- Board of Auckland Transport for land managed and controlled by Auckland Transport; and
- Governing Body of Auckland Council for land managed and controlled by Auckland Council.

## Summary

This summary is not part of the Bylaw but explains the general effects.

Auckland's land transport system exists to connect people and places by supporting the movement of people, goods and services.

The use or parking of vehicles on roads and public places can, however, cause public safety risks (including death), travel delays, obstruction, public nuisance (for example, from noise) and damage to the environment (including fauna and flora), public infrastructure and property.

This Bylaw seeks to manage the problems caused by vehicle use and parking by –

- making rules on parts of the Auckland land transport system administered by Auckland Transport (most roads) and Auckland Council (for example roads on some parks and beaches) in a single bylaw
- making rules for vehicle and road use (Part 2) and stopping, standing and parking (Part 3)
- providing clearer powers to establish and regulate busways and busway stations (Part 4)
- regulating and limiting vehicle use and parking on beaches (Part 5)
- managing vehicle use and parking during special events (Part 6)

Other parts of this Bylaw assist with its administration by –

- stating its name, when it comes into force and where it applies (clauses 1, 2 and 3)
- stating the purpose of this Bylaw and defining key terms (clauses 4 and 5)
- providing transparency about how the relevant authority can make a resolution under the Bylaw and establish and administer a system for the grant of permits (Part 7)

This Bylaw is part of a wider framework of rules about land transport. This Bylaw does not seek to duplicate or be inconsistent with this framework which includes –

- the Auckland Council and Auckland Transport [Signs Bylaw 2022](#) (cl.18) which covers the use or parking of vehicles for the purpose of advertising or sale
- the Local Government Act 1974 ([s.356](#) and 357), Auckland Transport [Activities in the Road Corridor Bylaw 2022](#) (cl.3, 4, 9 and 21), Auckland Council [Public Safety and Nuisance Bylaw 2013](#) (cl.6(3), Sch.1(3), (10) and (12A)), Auckland Council [Stormwater Bylaw 2015](#) (cl15), Resource Management Act 1991 ([s.15](#)) or Auckland Unitary Plan ([E4](#)) which cover abandoned vehicles, broken down vehicles, vehicle repairs and leaving machinery or goods on a road.
- the [Legislation Act 2019](#) that determines how to interpret and apply legislation (including this Bylaw).
- The Local Government Act 2002 ([s.150](#)) to set fees (for example residential parking permits)
- the [Government Roving Powers Act 1989](#) (s.61) regulation of [State Highways](#) (for example the Upper Harbour Highway (SH18)) by the New Zealand Transport Agency Waka Kotahi (NZTA)
- the [Land Transport \(Road User\) Rule 2004](#) exceptions to compliance with most parts of this Bylaw, for example, to:
  - avoid death, injury or property damage due to circumstances not of your making (rule 1.8(1))
  - comply with a direction of the Police, a parking warden or a traffic control device (rule 1.8(2))
  - a vehicle involved in a public work on the road where the vehicle user considers and takes reasonable care to prevent any accident or interference with other road users (rule 1.8(4))
  - emergency vehicles in an emergency in a special vehicle lane (rule 2.3(1)(f) and 6.6)
- the [Land Transport Act 1998](#), [Land Transport \(Road User\) Rule 2004](#) and [Land Transport \(Offences and Penalties\) Regulations 1999](#) that provide Bylaw enforcement powers, offences and penalties.
- the [Local Government Act 1974](#) related to the construction or creation of roads, footpaths, cycle paths, shared paths, parking places, transport stations for example.

**Contents**

1	Title
2	Commencement
3	Application
	<b>Part 1 – Preliminary provisions</b>
4	Purpose
5	Interpretation
	<b>Part 2 – Vehicle and road use</b>
6	One-way roads
7	Left or right turns and U-turns
8	Special vehicle lanes
9	Control by traffic by reason of size, nature or goods (including heavy traffic)
10	Cruising and light motor vehicle restrictions
11	Engine braking
12	Unformed legal roads
	<b>Part 3 – Stopping, standing and parking</b>
13	Prohibition on stopping, standing or parking
14	Parking in a shared zone
15	Restriction on stopping, standing or parking
16	Parking in parking places and transport stations
17	Parking zones generally
18	Residential parking zones
19	Disabled persons parking
20	Parking vehicles off a roadway
21	Parking places at busway stations and park and ride facilities
	<b>Part 4 –Busways and busway stations</b>
22	Busways
23	Busway stations
	<b>Part 5 –Vehicle use and parking on beaches</b>
24	Vehicle use and parking on beaches is generally prohibited
	<b>Part 6 –Special events</b>
25	Special events
	<b>Part 7 –Resolutions and permits</b>
26	Resolutions made under this Bylaw
27	Permits
	<b>Part 8 –Savings and transitional provisions</b>
28	Savings and transitional provisions
29	Existing applications and compliance action

**1 Title**

This Bylaw is the Auckland Transport and Auckland Council Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw 2025.

**2 Commencement**

This Bylaw comes into force on XXXXX.

**3 Application**

This Bylaw applies to land in Auckland managed and controlled by Auckland Transport or Auckland Council.

**Related information about Auckland Transport and Auckland Council land**  
Auckland Transport manages and controls the [Auckland transport system](#) (ATS).  
• The ATS [includes](#) roads, public transport services and infrastructure (for example bus and train services, bus stops, etc.).  
• However, the ATS does not include state highways, railways, off-street parking facilities under the control of the Council or airfields.  
• Roads in the ATS are sometimes known as ‘legal roads’ and are defined in s315 of the [Local Government Act 1974](#).  
• See s45 and 37, [Local Government \(Auckland Council\) Act 2009](#) for more information.

Auckland Council manages and controls:

- road on parks, reserves and beaches owned by Council (excluding ‘legal roads’ which form part of the Auckland transport system)
- off-street parking facilities at council libraries, community centres and car park buildings.

Land not managed and controlled by Auckland Transport or Auckland Council includes:

- State Highways under the control of the New Zealand Transport Agency Waka Kotahi (NZTA) under s61, [Government Roading Powers Act 1989](#).
- roadways on private land and privately-owned car parking facilities or buildings.

**Part 1  
Preliminary provisions**

**4 Purpose**

The purposes of this Bylaw are to:

- (a) contribute to an Auckland land transport system that connects people and places in a way that is safe, effective and efficient;
- (b) help minimise public safety risks, travel delays, obstructions, public nuisance and damage to the environment, public infrastructure and property caused by the use or parking of vehicles on roads and public places in Auckland.

**5 Interpretation**

(1) In this Bylaw, unless the context otherwise requires-

**Act** means the Land Transport Act 1998 and any regulations and rules made under that Act.

**approved car share vehicle** means a car share vehicle that is the subject of an approved car share vehicle permit granted under this Bylaw.

**Auckland** has the same meaning as in [section 4\(1\)](#) of the Local Government (Auckland) Council Act 2009.

**authorised operator** means an operator authorised under clause 22 of this Bylaw.

**beach** includes the foreshore and any adjacent areas of sand, dunes, stones, vegetation, streams, estuaries and structures (for example boat ramps, dune protections and sea walls) which can reasonably be considered part of the beach environment.

**bus** has the same meaning as in [clause 1.6](#) of the Road User Rule.

**busway station** means a transport station where vehicles lawfully using the busway may wait between trips.

**car share vehicle** means a motor vehicle operated by an organisation that provides members of the public, for a fee, access to a fleet of shared motor vehicles available for hire on an hourly or part hourly basis.

**class**, in relation to vehicles, means a class specified in a resolution made by the relevant authority under clause 26 of this Bylaw.

**cruising** has the same meaning as in [section 2\(1\)](#) of the Act.

**drive** and **driver** have the same meanings as in [section 2\(1\)](#) of the Act.

**emergency vehicle** has the same meaning as in [clause 1.6](#) of the Road User Rule.

**heavy motor vehicle** has the same meaning as in [section 2\(1\)](#) of the Act.

**motorcycle** has the same meaning as in [clause 1.6](#) of the Road User Rule.

**motor vehicle** has the same meaning as in [section 2\(1\)](#) of the Act.

**operator** means, for the purposes of the definition of **authorised operator**,

- (a) a person who carries on a business or provides a service using a vehicle; and
- (b) does not include any other person who is a driver of the vehicle or who otherwise assists in the business or service.

**parking** has the same meaning as in [section 2\(1\)](#) of the Act, and **park** has a corresponding meaning.

**parking place** has the same meaning as in [section 591\(6\)](#) of the Local Government Act 1974.

**parking zone** means an area declared by the relevant authority to be a parking zone.

**passenger service vehicle** has the same meaning as in [section 2\(1\)](#) of the Act.

**relevant authority** means either –

- (a) Auckland Transport, for land managed and controlled by Auckland Transport; or
- (b) Auckland Council, for land managed and controlled by Auckland Council.

**reserved parking** has the same meaning as in [Part 2](#) of the Land Transport Rule: Traffic Control Devices 2004.

**residential parking zone** or **RPZ** means a parking zone which has been declared by the relevant authority to be a residential parking zone and is accordingly subject to clause 18 of this Bylaw.

**residential parking permit** or **RPP** means a permit issued under this Bylaw which exempts the holder from any or all of the parking controls otherwise applying in the residential parking zone.

**road** has the same meaning as in [section 2\(1\)](#) of the Act and includes part of a road.

**Related information about the Land Transport Act definition of road**

A road includes —

- (a) a street; and
- (b) a motorway; and
- (c) a beach; and
- (d) a place to which the public have access, whether as of right or not; and
- (e) all bridges, culverts, ferries, and fords forming part of a road or street or motorway, or a place referred to in paragraph (d); and
- (f) all sites at which vehicles may be weighed for the purposes of this Act or any other enactment.

**Road User Rule** means the [Land Transport \(Road User\) Rule 2004](#).

**roadway** has the same meaning as in [clause 1.6](#) of the Road User Rule.

**Related information about the Road User Rule definition of roadway**

A roadway as the portion of the road used or reasonably usable for the time being for vehicular traffic in general.

**special vehicle lane** has the same meaning as in [section 2\(1\)](#) of the Act.

**time restricted parking** means parking in that area is limited to a specific duration of time.

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

**transport station** has the same meaning as in [section 591\(6\)](#) of the Local Government Act 1974.

**use**, in relation to a vehicle, means to drive, ride, propel, control, operate or wheel the vehicle, or permit the vehicle to be on the road. The terms **vehicle use** and **use of a vehicle** have a corresponding meaning.

**vehicle** has the same meaning as in [section 2\(1\)](#) of the Act.

**Related information about the Land Transport Act definition of vehicle**

A “vehicle”:

- (a) means a contrivance equipped with wheels, tracks, or revolving runners on which it moves or is moved; and
- (b) includes a hovercraft, a skateboard, in-line skates, and roller skates; but

- (c) does not include—
- (i) a perambulator or pushchair:
  - (ii) a shopping or sporting trundler not propelled by mechanical power:
  - (iii) a wheelbarrow or hand-trolley:
  - (iv) [Repealed]
  - (v) a pedestrian-controlled lawnmower:
  - (vi) a pedestrian-controlled agricultural machine not propelled by mechanical power:
  - (vii) an article of furniture:
  - (viii) a wheelchair not propelled by mechanical power:
  - (ix) any other contrivance specified by the rules not to be a vehicle for the purposes of this definition:
  - (x) any rail vehicle

- (2) Any undefined words, phrases or expressions used in this Bylaw and which are defined in the Act have the same meaning as in the Act unless the context plainly requires a different meaning.
- (3) Related information and links to webpages do not form part of this Bylaw and may be inserted, changed or removed without any formality.
- (4) To avoid doubt:
  - (a) compliance with this Bylaw does not remove the need to comply with all other applicable Acts, regulations, transport rules, standards, bylaws, rules of law, regional or district plans or park management plans;
  - (b) this Bylaw does not limit the relevant authority's power to regulate traffic and parking under any other legislation or the effect of any such regulation under other legislation.

## **Part 2**

### **Vehicle and Road Use**

#### **6 One-way roads**

The relevant authority may by resolution specify any road where all vehicles, or a specified class or classes of vehicles, must travel in one direction only.

#### **7 Left or right turns and U-turns**

The relevant authority may by resolution prohibit:

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

#### **8 Special vehicle lanes**

The relevant authority may by resolution specify any road as a special vehicle lane that may only be used by:

- (a) vehicles of a specified class or classes;
- (b) vehicles carrying a specified class or classes of load;
- (c) vehicles carrying no fewer than a specified minimum number of occupants.



**9 Control of traffic by reason of size, nature or goods (including heavy traffic)**

- (1) The relevant authority may by resolution prohibit or restrict the use of any road as unsuitable for any specified class of traffic or any specified class of vehicle due to its size or nature or the nature of the goods carried.
- (2) If the relevant authority considers it necessary or desirable to address the effects or likely effects of heavy traffic, it may by resolution:
  - (a) prohibit any specified class of heavy traffic likely to cause serious damage to any road;
  - (b) require any person operating a heavy motor vehicle or other vehicle within the specified class of heavy traffic:
    - (i) to give security that no special damage will occur to any road by reason of that vehicle or specified class of heavy traffic;
    - (ii) to pay any reasonable sum as compensation for any damage to any road likely to occur by reason of that heavy vehicle or specified class of heavy traffic;
    - (iii) to pay in advance the relevant authority's estimate of the cost of reinstating or strengthening the road for any damage to any road likely to occur by reason of that vehicle or specified class of heavy traffic.
- (3) In this clause, **heavy traffic** has the same meaning as in [section 2\(1\)](#) of the Act.

**10 Cruising and light motor vehicle restrictions**

- (1) The relevant authority may by resolution:
  - (a) specify any section of a road or roads on which cruising (as defined in [section 2](#) of the Act) is controlled, restricted, or prohibited;
  - (b) specify the period of time that must elapse between each time a driver drives on a specified section of road for the driver to avoid being regarded as cruising.

**Related information about the Land Transport Act definition of cruising**

Cruising is driving repeatedly in the same direction over the same section of a road in a motor vehicle in a manner that —

- (a) draws attention to the power or sound of the engine of the motor vehicle being driven; or
- (b) creates a convoy that is formed otherwise than in trade and impedes traffic flow.

- (2) The relevant authority may by resolution restrict or prohibit any motor vehicle having a gross vehicle mass less than 3,500kg from being operated on any road between any specified hours.
- (3) A person must not drive or permit a motor vehicle to be driven in contravention of a resolution made under subclause (2) unless:
  - (a) the vehicle is being driven to visit a property with a frontage to a road specified in the resolution; or

- (b) the vehicle is being used for the time being as a passenger service vehicle; or
- (c) prior written permission from the relevant authority has been obtained.

#### 11 Engine braking

- (1) The relevant authority may by resolution prohibit or restrict engine braking on any road where the permanent speed limit does not exceed 70km/h.
- (2) In this clause, **engine braking** means braking a motor vehicle using engine compression.

#### 12 Unformed roads

- (1) The relevant authority for an unformed legal road, may by resolution restrict the use of motor vehicles for the purposes of protecting:
  - (a) the environment;
  - (b) the road and the adjoining land;
  - (c) the safety of road users.
- (2) A person must not use a motor vehicle on a park, reserve, domain or recreational area under the ownership or control of Auckland Council except –
  - (a) in a place designed and constructed for the use of a motor vehicle (for example a roadway);
  - (b) on any grassed or open space area which the council authorises for the use of a motor vehicle (for example access to a special event); or
  - (c) on an unformed legal road not restricted in subclause (1).
- (3) Part 5 of this Bylaw also applies to unformed roads on beaches.

### Part 3 Stopping, standing and parking

#### 13 Prohibition on stopping, standing or parking

- (1) The relevant authority may by resolution prohibit the stopping, standing or parking of vehicles on any road.
- (2) The purpose of a prohibition under subclause (1) may include, without limitation, providing for or supporting:
  - (a) an additional traffic lane or to ensure the free-flowing movement of traffic in the adjacent lane (a clearway);
  - (b) a special vehicle lane;
  - (c) safe operation of an intersection;
  - (d) safe operation of the road;
  - (e) safe pedestrian access;
  - (f) safe turning of heavy motor vehicles;
  - (g) access to a fire hydrant;
  - (h) the avoidance of nuisance or danger to other road users.

- (3) The relevant authority may prohibit the parking of heavy motor vehicles on any specified road during specified hours or for a period that exceeds a specified period.

**14 Prohibition on parking in a shared zone**

- (1) A driver or person in charge of a vehicle must not park on any part of a road in a shared zone unless the relevant authority has by resolution specified otherwise.
- (2) In this clause, **shared zone** has the same meaning as in [clause 1.6](#) of the Road User Rule.

**Related information about Road User Rule definition of shared zone**

A shared zone is a length of roadway intended to be used by pedestrians and vehicles.

**15 Restriction on stopping, standing or parking**

- (1) The relevant authority may by resolution restrict the stopping, standing or parking of vehicles, or any specified class of vehicle, on a road.
- (2) Without limiting subclause (1), the restriction may provide for:
- (a) reserved parking, which may include:
    - (i) bus only parking;
    - (ii) motorcycle only parking;
    - (iii) parking for a specified class of vehicles (including trailers and large vehicles);
    - (iv) parking for approved car share vehicles;
    - (v) parking for electric vehicles;
    - (vi) parking for vehicles holding specified approved permits;
  - (b) paid parking, in which case the relevant authority may prescribe:
    - (i) any charges to be paid for the parking; and
    - (ii) the manner by which parking charges must be paid and any conditions applying to that manner of payment;
  - (c) time restricted parking;
  - (d) the restriction on parking by heavy motor vehicles on any specified road during specified hours or for a period that exceeds a specified period;
  - (e) a bus stop;
  - (f) a loading zone;
  - (g) parking at an angle to the roadway.
- (3) In this clause, **electric vehicle** and **loading zone** have the same meanings as in [clause 1.6](#) of the Land Transport (Road User) Rule 2004.

## 16 Requirements for the use of parking places and transport stations

- (1) The relevant authority may by resolution set requirements for the use of any parking place or transport station by:
  - (a) specifying the vehicles or classes of vehicle that are entitled to use the parking place or transport station;
  - (b) prescribing the times, manner and conditions for the parking of vehicles or classes of vehicles in the parking place or transport station;
  - (c) limiting the parking place or transport station to vehicles belonging to or used by particular persons or classes of persons;
  - (d) limiting the parking place or transport station to vehicles used for particular public purposes;
  - (e) prescribing:
    - (i) any charges to be paid for the use of the parking place or transport station; and
    - (ii) the manner by which parking charges must be paid and any conditions applying to that manner of payment.
- (2) Where charges are to be paid for the use of the parking place or transport station, the relevant authority will display, in a location or locations sufficient to notify road users, the manner by which the parking charges can be paid.

### **Related information about parking charges**

More information about where parking charges apply, cost and how to pay can be found by using the [AT Park app](#), on Auckland Transport's [parking webpage](#) or at the location as indicated by signage.

## 17 Parking zones

- (1) The relevant authority may by resolution set the parking zone control requirements that apply to a parking zone by:
  - (a) specifying the vehicles or class or description of vehicles or road users that are entitled to park in the parking zone or are prohibited from parking in the parking zone;
  - (b) permitting parking within the parking zone subject to the payment of a fee, or with a time restriction, or both;
  - (c) prescribing the times, manner and conditions for the parking of vehicles in the parking zone;
  - (d) providing that the parking requirements in the parking zone do not apply to vehicles holding and displaying a current specified parking permit;
  - (e) where parking in the parking zone is subject to the payment of a fee, prescribing:
    - (i) charges to be paid for parking in the parking zone, which may include different pricing zones within the parking zone; and
    - (ii) the manner by which parking charges must be paid and any

conditions applying to that manner of payment.

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**Example**

A resolution could set requirements for parking in an area that establish:

- (a) a paid parking zone (where parking in the area is subject to the payment of a fee);
  - (b) a time restricted parking zone;
  - (c) a zone where parking is prohibited or restricted to a specified class or description of vehicle or road user;
  - (d) a residential parking zone (see also clause 18 of the Bylaw);
  - (e) a zone comprising of any combination of the above.
- 

- (2) The parking controls in a parking zone do not apply to any area in the parking zone where a different stopping, standing or parking prohibition or restriction has been made under this Bylaw.
- 

**Example**

A person is not allowed to park their vehicle on any part of a roadway within a parking zone that is marked by broken yellow "no stopping" lines.

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**18 Residential parking permit exemption to parking zone controls**

- (1) This clause applies when the relevant authority has declared an area to be a residential parking zone (**RPZ**).
- (2) In setting requirements for parking in the RPZ under clause 17(1), the relevant authority may resolve that all or any of the requirements do not apply to vehicles holding and displaying a current residential parking permit (**RPP**) applicable in that RPZ and issued in accordance with this clause.
- (3) RPPs will only be issued to permanent residents of, or businesses situated within, the relevant RPZ.
- (4) The number of RPPs within an RPZ may be capped. Eligibility to apply for a RPP does not guarantee that the relevant authority will issue a permit.
- (5) Each RPP will be issued to a person or business in respect of a specified vehicle, identified by its registration number. The permit is only valid in respect of the specified vehicle.
- (6) Except where a RPP is not issued in a physical form, the permit must be displayed on the dashboard or windscreen of the vehicle so that the printed details of the RPZ and validity date are clearly visible from outside the vehicle or if the vehicle is a motorcycle or other vehicle without a secure dashboard the permit must be displayed in a secure location that is visible from the front of the vehicle.
- (7) Where a RPP is issued in electronic form, it is deemed to be 'displayed' whenever the vehicle it is issued to is lawfully parked within the RPZ, provided the permit remains valid.
- (8) Parking in the RPZ operates on a "first come, first served" basis. Holding a RPP does not guarantee the availability of any parking space.

**Related information about RPPs in RPZs**

Room to Move, [Auckland's Parking Strategy 2023](#) (pages 61-62) includes a policy on RPPs and RPZs that guide how this Bylaw is administered.

- RPPs will be issued on a set day on an annual basis and are valid for a year;
- The priority order for allocation of RPPs is:
  - a house on a single title or an apartment building built before 1944 without off-street parking;
  - a house on a single title with one off-street space;
  - all other houses or townhouses;
  - apartments;
  - community groups, schools, education providers;
  - businesses located within the RPZ.
- RPPs will not be issued for properties that were consented after 30 September 2013;
- RPPs can be transferred for changes of residence ownership or tenancy during the year on application to Auckland Transport and payment of an administrative charge.

**19 Disabled persons parking**

The relevant authority may by resolution specify:

- (a) any part of a road as a disabled persons parking space, reserved for parking by the holders of approved disabled persons' parking permits; and
- (b) any time limits and parking charges to be paid for parking in that parking space.

**Related information about disabled persons' parking permits**

Also commonly known as 'mobility parking permits' and refers to a scheme owned and administered by CCS Disability Action with the cooperation of local GPs and city and district councils. Click [here](#) to apply.

**20 Parking vehicles off a roadway**

- (1) Subject to subclause (2), a driver or person in charge of a vehicle must not stop, stand or park a vehicle either wholly or partly:
  - (a) on any part of a road which is not the roadway, if the road has a formed kerb and channel;
  - (b) on any park, reserve, domain or recreational area under the ownership or control of Auckland Council.
- (2) Subclause (1) does not apply to stopping, standing or parking:
  - (a) in a place designed and constructed to accommodate a parked vehicle as authorised by the relevant authority; or;
  - (b) on any grassed or open space area off a roadway which the relevant authority has authorised for use as a parking place.
- (3) Part 5 of this Bylaw also applies to parking vehicles on beaches.

**21 Parking places at busway stations and park and ride facilities**

- (1) This clause applies to all park and ride facilities and all parking places adjacent to busway stations, provided by the relevant authority.
- (2) A driver or person in charge of a vehicle may not park or leave any vehicle unattended unless that is for the exclusive purpose of:
  - (a) at least one occupant of the vehicle using the adjacent public transport service to travel on a service departing from the station or facility; or
  - (b) picking up at least one person arriving on a public transport service at the adjacent busway station or facility.
- (3) For the avoidance of doubt, clause 16 also applies to the regulation of parking in a parking place at a busway station or park and ride facility.

**Part 4  
Busways and Busway Stations**

**22 Busways**

- (1) For the purposes of this clause and clause 23, a **busway** is a special vehicle lane restricted under clause 8 to authorised vehicles, which may include vehicles of an authorised operator.
- (2) A person wishing to be an authorised operator must make an application for authorisation to the relevant authority.
- (3) An application for authorisation must be on the form provided by the relevant authority and include the following information;
  - (a) the number and type of vehicles that will use the busway, which must be vehicles of the class specified in a resolution under clause 8;
  - (b) the schedule of services (where appropriate) or the times those vehicles will use the busway;
  - (c) the emergency procedures to be followed in the event a vehicle breaks down on the busway;
  - (d) the means of communication between drivers and the Busway Operations Centre;
  - (e) any other information required by the relevant authority.
- (4) The relevant authority will consider any application for authorisation and may:
  - (a) decline the application; or
  - (b) grant the application, in whole or in part; and
    - (i) determine the term of the authorisation;
    - (ii) impose any reasonable conditions concerning the matters listed in subclause (5); and
    - (iii) set a review period.
- (5) The relevant authority may impose reasonable conditions on authorisation relating to the following matters:

- (a) the maximum number of vehicles that may use the busway at any time (including during peak and off-peak times) or day of the week;
  - (b) the prioritisation of different types of vehicles authorised to use the busway;
  - (c) the method of communication between the driver of the vehicle and the relevant authority's Busway Operations Centre;
  - (d) the emergency procedures approved by the relevant authority;
  - (e) any other conditions necessary to ensure the safe and efficient operation of the busway.
- (6) A person granted an authorisation must comply with any conditions attached to the authorisation when using the busway.
- (7) The relevant authority may review, suspend, amend or revoke any authorisation issued under this clause if it reasonably believes that:
- (a) there has been a breach of any condition of the authorisation;
  - (b) there has been breach of this clause of the Bylaw;
  - (c) there has been a material change to information provided under subclause 3;
  - (d) action is required to ensure the safe and efficient operation of the busway or any road.
- (8) The relevant authority will exercise the power in subclause (7) as follows:
- (a) where subclauses 7(a) or (b) or (c) apply:
    - (i) the relevant authority may require the holder of the authorisation, on one month's notice which sets out the relevant authority's concerns, to explain in writing why the authorisation should not be suspended, reviewed, amended or revoked; and
    - (ii) the relevant authority may suspend, review, amend or revoke the authorisation at its discretion if, having considered the explanation (if any) of the holder of the authorisation, the relevant authority is satisfied that the operator has been in breach of the conditions of the authorisation or of this clause, or that, on reasonable grounds, the authorisation should be suspended, reviewed, amended or revoked;
  - (b) where subclause 7(d) applies, the relevant authority may act urgently to suspend the authorisation by serving written notice of suspension on the holder of the authorisation.

## **23 Busway stations**

- (1) The relevant authority may by resolution prescribe that a busway station or specified areas in a busway station may only be used by:
- (a) the vehicles of authorised operators, when using the busway in accordance with their authorisation under clause 22;
  - (b) any other specified vehicles or classes of vehicle.



- (2) The conditions imposed by the relevant authority under clause 22(5) may include conditions relating to the use of the busway station.
- (3) A resolution under subclause (1) does not apply to a vehicle:
  - (a) authorised by the relevant authority to access or use the busway station (for example, for purposes relating to the maintenance, inspection, operation or use of the busway station);
  - (b) which has suffered an accident or breakdown and there is no place other than the busway station where the vehicle can safely or conveniently be used or wait;
  - (c) which is a breakdown vehicle required by the relevant authority to attend to an accident or breakdown.
- (4) To avoid doubt, this clause does not limit the relevant authority's power to set controls in relation to the busway station under any other clause of this Bylaw.

## Part 5

### Vehicle use and parking on beaches

#### 24 Vehicle use and parking on beaches is generally prohibited

- (1) A person must not use or park a vehicle on a beach, except in the following circumstances –
  - (a) to deposit or retrieve a boat in the water (except on a beach specified in a resolution in (b) below) subject to conditions that the relevant authority may specify by resolution;

**Related information about conditions to launch and retrieve boats on beaches**

You may launch or retrieve a boat on Auckland's beaches (except on Muriwai and Karioitahi beaches which require a Beach Driving Permit) subject to the following conditions in resolution **AT DD/MM/2025:Item## and GB/2025/##**.

    - There is access to the beach intended for vehicular use (for example, a boat ramp).
    - The vehicle is driven across the beach using a direct route from the access point to the first most convenient and available location to launch the boat.
    - The vehicle is driven across the beach at a speed that does not constitute a hazard to other users or wildlife (the recommended speed is no more than 10km/hr).
    - The vehicle is removed from the beach immediately following the launch or retrieval of the boat.
  - (b) if –
    - (i) the relevant authority has specified by resolution that the use and parking of vehicles on the beach is allowed only by holders of a permit granted by the relevant authority;
    - (ii) the permit has been obtained prior to using or parking the vehicle on the beach; and
    - (iii) the vehicle is specified in the permit; and
    - (iv) the permit is prominently displayed; and

- (v) the vehicle is being used in accordance with the permit and any conditions applying to the permit.

**Related information about driving on specified beaches**

In Auckland, you must have a Beach Driving Permit to drive on Muriwai and Karioitahi beaches, including to launch a boat (in resolution [AT DD/MM/2025:Item## and GB/2025/##](#)). Click [here](#) to apply.

- (2) Subclause (1) does not apply –
  - (a) if the relevant authority has authorised the use or parking in special or exceptional circumstances, for example –
    - (i) a special event;
    - (ii) the investigation, construction, operation, maintenance (including repair) or upgrade of infrastructure or structures;
    - (iii) to access private property where there is no practical alternative means of gaining landward access;
  - (b) if there is an emergency (for example an accident or injury to a person) requiring the vehicle to be used or parked on the beach; or
  - (c) if the vehicle is being used or parked for the purposes of a recognised surf lifesaving patrol at the beach;
  - (d) if the person is authorised to perform a statutory function, duty or power associated with enforcement, public health and safety or coastal conservation and management (for example the New Zealand Police, Auckland Transport, Auckland Council, Department of Conservation or Ministry for Primary Industries), and that person is required to use or park the vehicle on the beach to perform the function, duty or power.
  - (e) if the parking is in an area:
    - (i) designed and constructed to accommodate a parked vehicle; or
    - (ii) which the relevant authority authorises for the use of parking;and in each case subject to any conditions specified by the relevant authority under Part 3 (Stopping, standing and parking).

**Related information about the regulation of vehicles on beaches**

This Bylaw about vehicles on beaches gives effect to the [New Zealand Coastal Policy Statement 2010](#) (Policy 20) and the Auckland Unitary Plan ([Chapter F9. Vehicles on Beaches](#)) which seek to protect the beaches from the inappropriate use of vehicles.

## Part 6 Special events

### 25 Special events

- (1) The relevant authority may by resolution apply a control provided for in Part 2 or Part 3 of this Bylaw to prohibit or restrict vehicle use and parking on any road temporarily for a special event.
- (2) Without limiting subclause (1), the temporary prohibition or restriction may:

- (a) apply on roads within and surrounding the event;
  - (b) apply before, during and after the event (for example including 'set-up' and 'pack-down' times).
- (3) A control made under this clause replaces any other control made under this Bylaw on the same part of any road and for the duration, specified in resolution.
- (4) To avoid doubt, nothing in this clause limits or affects the relevant authority's power to establish temporary traffic controls which do not require the use of the powers in this Bylaw.

**Related information about special events**

Special events require approval under the [Auckland Council Public Trading, Events and Filming Bylaw 2022](#) and Auckland Transport [Activities in the Road Corridor Bylaw 2022](#) (Part 6) and may include approval of a temporary traffic management plan.

This Bylaw is used to specify any vehicle use and parking controls required to implement the temporary traffic management plan.

Other powers may also be used, for example:

- Auckland Transport uses the Local Government Act 1974 ([Sch.10](#)) to publicly notify the temporary closure of roads that form part of the Auckland transport system
- Auckland Council may temporarily restrict access or control vehicular use as the owner of the land (for example parks, reserves or other public places).

**Part 7**  
**Resolutions and permits**

**26 Resolutions made under this Bylaw**

- (1) A resolution made under this Bylaw may –
  - (a) apply to some or all classes of vehicles or traffic using a road;
  - (b) apply to some or all classes of vehicles or traffic except for specified classes of vehicles or traffic;
  - (c) apply to all zones, roads, or all or any part of any specified road;
  - (d) apply to transport stations and parking places that are on or off roads;
  - (e) apply at all times or at any specified time or period of time;
  - (f) amend, revoke and/or replace any resolution previously made under this Bylaw or a corresponding former bylaw.
- (2) Subclause (1) does not limit any power to make a resolution at the time the resolution is made.
- (3) For the purposes of subclause (1) a class of vehicle is any category or type of vehicle specified in the resolution.
- (4) Without limiting subclause (3), a class of vehicle may be specified by reference to:
  - (a) its size or nature (for example, its gross vehicle mass or motive power);
  - (b) its use (for example, the carriage of disabled persons or as a car share

- vehicle);
- (c) the size or nature of the load it is carrying;
  - (d) the number of its occupants;
  - (e) its status (for example emergency vehicles);
  - (f) whether it has or is the subject of a permit granted under this Bylaw.
- (5) When making a resolution, the relevant authority may take into account any matter which it considers, in its discretion, to be relevant to whether the prohibition, restriction, requirement or condition in the resolution is reasonably necessary to achieve the purpose of this Bylaw.
- (6) A resolution made under this Bylaw comes into effect:
- (a) on the date specified in the resolution;
  - (b) if no date is specified in the resolution, when the resolution is made.

**Related information about the resolutions**

This Bylaw generally provides a “framework” to regulate vehicle use and parking on the Auckland transport system and council-controlled land. This approach allows details to be determined later ‘by resolution’ (for example, parking conditions at a specific location).

Currently, Auckland Transport’s Traffic Control Committee and Auckland Council’s Regulatory and Community Safety Committee have authority to make these resolutions.

Resolutions are enforceable when any necessary signs or marking are installed.

**27 Permits**

- (1) The relevant authority may establish and administer a system for the grant of permits for vehicles if it is satisfied that doing so is reasonably necessary:
- (a) to efficiently and effectively regulate the vehicle use or parking issue to which the permit will relate;
  - (b) in light of the purpose of this Bylaw.
- (2) Permits may include but are not limited to residential parking permits, approved car share vehicle permits and beach driving permits.
- (3) In establishing a permit system, the relevant authority will:
- (a) specify the vehicles which are eligible for the permit, which may include specifying any ineligible vehicles;
  - (b) set out the requirements for the permit system, which may include:
    - (i) the permit application process, including any time period within which applications must be made;
    - (ii) the form and manner of the application;
    - (iii) the information to be included in the application;
    - (iv) the criteria which will apply to the grant of the permit, including any cap on the number of permits and any order of priority for the allocation of the permit;
    - (v) the considerations to be taken into account when deciding

whether to grant a permit;

- (vi) any conditions that must be complied with, including (but not limited to) the transfer, duration, review, amendment, suspension and cancellation of permits or permit conditions
- (vii) any processing fee, charge or both, including any refund or waiver;
- (viii) the required means of demonstrating the permit is held, for example how the permit must be displayed.

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Example:

Standard conditions on a beach driving permit may include safety equipment, safe driving rules (for example use of headlights and driving below high tide line or near people, horses and nesting shorebirds), seasonal closures, prohibited zones (for example dunes and lifeguarded swimming areas), access charges and access bookings.

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- (c) include any other information relevant to the permit system and its administration.
- (4) The relevant authority will consider an application for a permit against the criteria and considerations applying to the permit system and grant or refuse the permit.
  - (5) The relevant authority may impose any conditions on a permit it grants which it considers appropriate in light of the purpose of this Bylaw, including (but not limited to) the transfer, duration, review, amendment, suspension and cancellation of permits or permit conditions.
  - (6) The relevant authority may decline to grant a permit to vehicles which satisfy the criteria for a permit, if it considers the number of permit-holders should be limited to achieve the purpose of this Bylaw.
  - (7) This clause is subject to clause 18 in the case of residential parking permits.

## Part 8

### Savings and Transitional Provisions

#### 28 Savings and transitional provisions

Any resolutions, approvals, permits or other acts of authority made pursuant to or continued by the Auckland Transport Traffic Bylaw 2012, the Auckland Council Traffic Bylaw 2015 (including speed limits set before 19 May 2022) or clause 16 of the Auckland Council Public Safety and Nuisance Bylaw 2013 (relating to vehicle provisions intended to transition to a traffic bylaw) prior to the commencement of the Bylaw remain in force until revoked or amended by the relevant authority or expire.

#### 29 Existing applications and compliance action

- (1) Any application for an approval, permit or exemption under the Auckland Transport Traffic Bylaw 2012, the Auckland Council Traffic Bylaw 2015 or clause 16 of the Auckland Council Public Safety and Nuisance Bylaw 2013 that was not granted or declined before the date this Bylaw commences will be processed as if the application had been made under this Bylaw.

- (2) Any existing compliance or enforcement action (including inquiry) by the relevant authority under the Auckland Transport Traffic Bylaw 2012, the Auckland Council Traffic Bylaw 2015 or the Auckland Council Public Safety and Nuisance Bylaw 2013 (in relation to clause 16 of that bylaw) that was not completed before the date this Bylaw commenced, will continue to be actioned under the relevant bylaw as if it were still in force and as if this Bylaw had not been made.

Related information, Vehicle Use and Parking Bylaw History	
Date	Description
01 November 2010	<b>Made</b> legacy bylaws about traffic ( <a href="#">Section 61</a> (for Auckland Transport) <sup>1</sup> and <a href="#">63</a> (for Auckland Council) <sup>1,2</sup> of the Local Government (Auckland Transitional Provisions) Act 2010), with effect (commence) on same date.
18 July 2012	<b>Made</b> Auckland Transport Traffic Bylaw 2012 and decided to <b>revoke</b> legacy bylaws (AT <a href="#">18/07/2012 MM:Item10</a> ), with effect on 1 August 2012.
25 June 2015	<b>Made</b> Auckland Council Traffic Bylaw 2015 / Te Ture ā-Rohe Waka Haere 2015 and decided to <b>revoke</b> legacy bylaws (GB/2015/63), with effect on 1 August 2015.
28 March 2019	<b>Amended</b> Auckland Council Traffic Bylaw 2015 / Te Ture ā-Rohe Waka Haere 2015 (GB/2019/22), with effect on 1 October 2019.
<b># April 2025</b>	<b>Made</b> the Auckland Transport and Auckland Council Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025   Vehicle Use and Parking Bylaw 2025 <b>Amended</b> the Auckland Council and Auckland Transport Te Ture ā-Rohe mo nga Tohu Signs Bylaw 2022 ( <a href="#">Auckland Council resolution # and Auckland Transport resolution #</a> )
<b># April 2025</b>	<b>Amended</b> the Auckland Transport Activities in the Road Corridor Bylaw 2022 <b>Revoked</b> the Auckland Transport Traffic Bylaw 2012 <b>Revoked</b> clause 6.5 and any specific definition in clause 6.1 that relates to clause 6.5 of the North Shore City Council Bylaw 2000 ( <a href="#">Auckland Transport resolution #</a> )
<b># April 2025</b>	<b>Amended</b> the Auckland Council Te Ture ā-Rohe Marutau ā-Iwi me te Whakapōrearea 2013 Public Safety and Nuisance Bylaw 2013 <b>Revoked</b> the Auckland Council Traffic Bylaw 2015 Te Ture ā-Rohe Waka Haere 2015 ( <a href="#">Auckland Council resolution #</a> )
<p><sup>1</sup> Auckland City Council Traffic Bylaw 2006; Franklin District Council Traffic Control Bylaw 2006; Chapter 13 (Parking and Traffic) of the Manukau City Consolidated Bylaw 2008; Part 6 (Traffic Control) of the North Shore City Council Bylaw 2000; Papakura District Council Parking and Traffic Bylaw 2009; Chapter 25 (Parking and Traffic Control) of the Rodney District Council General Bylaw 1998; Waitakere City Council Use of Roads and Parking Bylaw 2010 (Waitakere City Council Traffic Bylaw 2010).</p> <p><sup>2</sup> Franklin District Council Speed Limits Bylaw 2005; Chapter 16 (Speed Limits) of the Manukau City Consolidated Bylaw 2008; Papakura District Council Speed Limits Bylaw 2009; Chapter 18 (Road Speed Limits) of the Rodney District Council General Bylaw 1998; Waitakere City Council Speed Limits Bylaw 2010; Waikato District Council Speed Limits Bylaw 2005.</p>	
<p><b>Related information about the next bylaw review</b> This Bylaw has no statutory review date and does not expire.</p>	

**Appendix B: Proposed new joint AT and AC Resolutions for Vehicle Use and Parking on Beaches**

## **Proposed Resolutions<sup>1</sup> for the Use and Parking of Vehicles on Beaches**

That Auckland Transport Traffic Control Committee and Auckland Council Governing Body:

- a) whakaae / agree that the following resolutions are reasonably necessary to achieve the purpose of the Auckland Transport and Auckland Council Vehicle Use and Parking Bylaw 2025.
- b) tango / adopt the following resolution under clauses 24(1)(a) and 26 of the Auckland Transport and Auckland Council Vehicle Use and Parking Bylaw 2025 with effect from the date the Bylaw commences.

### **Conditions relating to the use and parking of a vehicle to deposit or retrieve a boat in the water**

- (1) The conditions on which a person may use or park a vehicle on a beach to deposit or retrieve a boat in the water, are:
  - (a) there is access to the beach intended for vehicular use (for example, a boat ramp)
  - (b) the vehicle is driven across the beach using a direct route from the access point to the first most convenient and available location to launch the boat
  - (c) the vehicle is driven across the beach at a speed that does not constitute a hazard to other users or wildlife (the recommended speed is no more than 10km/hr)
  - (d) the vehicle is removed from the beach immediately following the launch or retrieval of the boat
- (2) For the avoidance of doubt, the conditions in (1):
  - (a) also apply to any beach or part of a beach that is a legal road under the Local Government Act 1974
  - (b) do not apply to any beach or part of a beach specified by resolution under clause 24(1)(b)(i) where a permit is required
  - (c) do not provide for the parking of the vehicle on the beach except for that strictly necessary for the launch or retrieval of a boat.
- c) tango / adopt the following resolution under clauses 24(1)(b)(i) and 26 of the Auckland Transport and Auckland Council Vehicle Use and Parking Bylaw 2025 with effect from the date the Bylaw commences.

### **Beaches on which the use and parking of vehicles is allowed only by holders of a permit granted by the relevant authority**

- (1) The beaches on which the use and parking of vehicles are allowed only by holders of a permit, for the purposes of clause 24(1)(b)(i), are:
  - (a) Muriwai Beach
  - (b) Karioitahi Beach
- (2) For the avoidance of doubt, the conditions in (1) also apply to any beach or part of a beach that is a legal road under the Local Government Act 1974.

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<sup>1</sup> Bylaws made under s 22AB(1) of the Land Transport Act 1998 may leave any matter or thing to be regulated, controlled, or prohibited by resolution (pursuant to s 22AB(3) of the same Act). The Vehicle and Parking Bylaw 2025 enables resolutions to be made in relation to various matters including certain traffic and parking controls. Resolutions under the Bylaw must be made by the relevant road controlling authority (including its lawful delegates).



**Appendix C: Proposed changes to bylaws related to Signs, Activities in the Road Corridor and Public Safety and Nuisance.**

**Table 1: Amendments to the Auckland Council Public Safety and Nuisance Bylaw 2013**

Existing words proposed to be removed are shown in ~~strikethrough~~ and proposed new words shown underlined.

Current Auckland Council Public Safety and Nuisance Bylaw 2013 clause	Proposed amendment	Reasons for change
<p><b>16 Vehicle provisions to transition to traffic bylaw</b></p> <p>(1) A person must not drive, ride, propel or wheel any vehicle on a park except on places and subject to any conditions Council specifies.</p> <p>(2) A person must not park any vehicle on a park except in a place set aside and subject to any conditions Council specifies.</p> <p>(3) A person must not drive, ride, propel or wheel or park any vehicle on a beach except –</p> <p>(a) to deposit or retrieve a boat in the water, provided –</p> <p>(i) there is vehicular access to the beach (for example, a boat ramp);</p> <p>(ii) the vehicle is driven using a direct route;</p> <p>(iii) the vehicle speed does not exceed 10km/h; and</p> <p>(ii) the vehicle is removed from the beach immediately upon retrieval or depositing of the boat;</p> <p>(b) in the case of an emergency; or</p> <p>(c) Council has given prior written approval.</p> <p>(4) However, subclauses (1), (2) and (3) cease to apply from the date specified in a resolution under the Auckland Council Traffic Bylaw 2015 that specifically addresses the matters they relate to.</p> <div data-bbox="231 751 1240 1192" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>The <a href="#">Auckland Council Traffic Bylaw 2015</a> is made under the section <a href="#">22AB Land Transport Act 1998</a> which provides alternative ways to regulate vehicles in council controlled public places that are not part of the Auckland Transport System. For example –</p> <ul style="list-style-type: none"> <li>• restricting vehicles on parks and beaches using conditions instead of prior approval (clause 8(1)(a), 8(2)(a) and 8(5))</li> <li>• regulating the stopping, parking and leaving of vehicles (clause 11 and 12)</li> <li>• enabling the New Zealand Police to enforce the traffic bylaw by issuing \$150 infringement notices (<a href="#">Schedule 1 of the Land Transport (Offences Last updated 22 March 2024 Public Safety and Nuisance Bylaw 2013 Page 13 and Penalties) Regulations 1999</a>) via <a href="#">section 22AB</a> of the Land Transport Act 1998).</li> </ul> <p>However, before the traffic bylaw can be used, Council must first adopt and implement the necessary resolutions (including any signage or road markings).</p> <p>As at 28 August 2018, no resolutions under the traffic bylaw have been adopted and these transitional provisions continue to have effect.</p> </div> <p>Part 5 amended by minute GB/2019/22, in force on 01 October 2019 to address matters related to the 2018 review of this Bylaw. Matters previously related to legacy bylaws revoked in 2013 are no longer required.</p>	<p><b>16 Vehicle provisions to transition to traffic bylaw</b></p> <p>Repealed</p> <div data-bbox="1279 369 2341 474" style="border: 1px solid black; padding: 5px;"> <p><b>Related information about repeal of vehicle provisions</b></p> <p><u>Clause 16 repealed by minute GB/YYYY/##, in force on DD Month YYYY. Relevant equivalent matters are now contained in Auckland Transport and Auckland Council Traffic Bylaw 2025.</u></p> </div> <p><del>(1) A person must not drive, ride, propel or wheel any vehicle on a park except on places and subject to any conditions Council specifies.</del></p> <p><del>(2) A person must not park any vehicle on a park except in a place set aside and subject to any conditions Council specifies.</del></p> <p><del>(3) A person must not drive, ride, propel or wheel or park any vehicle on a beach except –</del></p> <p><del>(a) to deposit or retrieve a boat in the water, provided –</del></p> <p><del>(i) there is vehicular access to the beach (for example, a boat ramp);</del></p> <p><del>(ii) the vehicle is driven using a direct route;</del></p> <p><del>(iii) the vehicle speed does not exceed 10km/h; and</del></p> <p><del>(ii) the vehicle is removed from the beach immediately upon retrieval or depositing of the boat;</del></p> <p><del>(b) in the case of an emergency; or</del></p> <p><del>(c) Council has given prior written approval.</del></p> <p><del>(4) However, subclauses (1), (2) and (3) cease to apply from the date specified in a resolution under the Auckland Council Traffic Bylaw 2015 that specifically addresses the matters they relate to.</del></p> <div data-bbox="1308 863 2395 1276" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>The <a href="#">Auckland Council Traffic Bylaw 2015</a> is made under the section <a href="#">22AB Land Transport Act 1998</a> which provides alternative ways to regulate vehicles in council controlled public places that are not part of the Auckland Transport System. For example –</p> <ul style="list-style-type: none"> <li>• <del>restricting vehicles on parks and beaches using conditions instead of prior approval (clause 8(1)(a), 8(2)(a) and 8(5))</del></li> <li>• <del>regulating the stopping, parking and leaving of vehicles (clause 11 and 12)</del></li> <li>• <del>enabling the New Zealand Police to enforce the traffic bylaw by issuing \$150 infringement notices (<a href="#">Schedule 1 of the Land Transport (Offences Last updated 22 March 2024 Public Safety and Nuisance Bylaw 2013 Page 13 and Penalties) Regulations 1999</a>) via <a href="#">section 22AB</a> of the Land Transport Act 1998).</del></li> </ul> <p>However, before the traffic bylaw can be used, Council must first adopt and implement the necessary resolutions (including any signage or road markings).</p> <p>As at 28 August 2018, no resolutions under the traffic bylaw have been adopted and these transitional provisions continue to have effect.</p> </div> <p>Part 5 amended by minute GB/2019/22, in force on 01 October 2019 to address matters related to the 2018 review of this Bylaw. Matters previously related to legacy bylaws revoked in 2013 are no longer required.</p>	<p>To provide a simpler regulatory framework to administer, implement, enforce and communicate to the public because the boundaries between AT and AC controlled roads on beaches can be indistinguishable.</p>
<p><b>6 Bad behaviours prohibited in public places</b></p> <p>(3) A person must not erect, construct, place, leave or abandon any object, vehicle, material or structure in a public place that is likely to cause a safety risk, nuisance, damage, obstruction, disturbance, or interference to any person in their use or enjoyment of that public place.</p>	<p><b>6 Bad behaviours prohibited in public places</b></p> <p>(3) A person must not erect, construct, place, leave, <del>or</del> <u>repair</u> or abandon any object, vehicle, material or structure in a public place that is likely to cause a safety risk, nuisance, damage (<u>including to the environment</u>), obstruction, disturbance, or interference to any person in their use or enjoyment of that public place.</p>	<p>To streamline the regulations for abandoned and broken-down vehicles and vehicle repairs (matters that involve vehicles, but unrelated to their 'use (driving) or parking') to solely the PSN Bylaw. Currently, these matters are also regulated under the Auckland Council Traffic Bylaw 2015.</p>
<p><b>Schedule 1</b></p> <p><b>3 Building or construction materials, equipment and amenities</b></p> <p>(1) A person must not place or leave any building or construction materials, equipment and amenities (including portable toilets) in a public place unless the relevant authority has given prior written approval.</p>	<p><b>Schedule 1</b></p> <p><b>3 Building or construction materials, <u>machinery, equipment, containers, and amenities and things –</u></b></p> <p>(1) A person must not place or leave any building or construction materials, <u>machinery, equipment, containers, and amenities</u> (including portable toilets), <u>or other thing</u> in a public place unless the relevant authority has given prior written approval.</p>	<p>To streamline the regulation of machinery, equipment, materials, containers or things to solely under the PSN Bylaw. Currently, these matters are also regulated under the Auckland Council Traffic Bylaw 2015.</p>

**Table 2: Amendments to the Auckland Transport Activities in the Road Corridor Bylaw 2022**Existing words proposed to be removed are shown in ~~strikethrough~~ and proposed new words shown underlined.

Current Bylaw clause	Proposed amendment	Reasons for change
<p><b>Summary</b></p> <p>This summary is not part of the Bylaw but explains the general effects.</p> <p>Across the Auckland transport system, a wide variety of activities take place every day in addition to the primary function of the transport system which is to move people and goods. These activities are important for people and businesses to be able to carry out their lives and work. They may also increase public safety risks, nuisance or disruption to the transport system by, for example, reducing the space available for vehicle or pedestrian traffic, damaging the street or cluttering the footpath or road.</p> <p>The purpose of this Bylaw is to control certain activities within the road corridor in order to contribute to an effective, efficient and safe Auckland transport system by:</p> <ul style="list-style-type: none"> <li>• Outlining restricted activities and items in the road corridor and describing when approval is required from Auckland Transport for these activities and items;</li> <li>• Requiring prior approval from Auckland Transport for most temporary traffic management activities, construction activities, encroachments, trading, events and filming activities, when these activities occur within the road corridor.</li> <li>• Setting out the responsibilities of those undertaking work in the road corridor that could cause risk to public safety or street damage, including the payment of fees and costs.</li> <li>• Regulating road surface, airspace and subsoil encroachments;</li> <li>• Requiring prior approval from Auckland Transport for livestock movements in the road corridor where certain requirements are not able to be adhered to.</li> </ul> <p>The Bylaw is part of a wider framework which regulates the use of roads and other public places and does not seek to duplicate or be inconsistent with these other requirements; these include (but are not limited to):</p> <ul style="list-style-type: none"> <li>• traffic and parking rules and regulations in the Auckland Transport Traffic Bylaw 2012, the Land Transport Act 1998 and the Land Transport (Road User) Rule 2004.</li> <li>• regulations for trading, events and filming activities in public places other than the Auckland transport system in the Te Kaunihera o Tāmaki Makaurau Te Ture ā-Rohe Tauhokohoko, Whakahaerenga me te Tango Kiriata Tūmatanui 2022 / Auckland Council Public Trading, Events and Filming Bylaw 2022</li> </ul>	<p><b>Summary</b></p> <p>This summary is not part of the Bylaw but explains the general effects.</p> <p>Across the Auckland transport system, a wide variety of activities take place every day in addition to the primary function of the transport system which is to move people and goods. These activities are important for people and businesses to be able to carry out their lives and work. They may also increase public safety risks, nuisance or disruption to the transport system by, for example, reducing the space available for vehicle or pedestrian traffic, damaging the street or cluttering the footpath or road.</p> <p>The purpose of this Bylaw is to control certain activities within the road corridor <del>in order</del> to contribute to an effective, efficient and safe Auckland transport system <u>and to protect roads from damage</u> by:</p> <ul style="list-style-type: none"> <li>• Outlining restricted activities and items in the road corridor and describing when approval is required from Auckland Transport for these activities and items;</li> <li>• Requiring prior approval from Auckland Transport for most temporary traffic management activities, construction activities, encroachments, trading, events and filming activities, when these activities occur within the road corridor.</li> <li>• Setting out the responsibilities of those undertaking work in the road corridor <u>or on private land</u> that could cause risk to public safety or street damage, including the payment of fees and costs <u>and requiring damage to be repaired</u>.</li> <li>• Regulating road surface, airspace and subsoil encroachments;</li> <li>• Requiring prior approval from Auckland Transport for livestock movements in the road corridor where certain requirements are not able to be adhered to.</li> </ul> <p>The Bylaw is part of a wider framework which regulates the use of roads and other public places and does not seek to duplicate or be inconsistent with these other requirements; these include (but are not limited to):</p> <ul style="list-style-type: none"> <li>• traffic and parking rules and regulations in the Auckland Transport Traffic Bylaw 2012, the Land Transport Act 1998 and the Land Transport (Road User) Rule 2004.</li> <li>• regulations for trading, events and filming activities in public places other than the Auckland transport system in the Te Kaunihera o Tāmaki Makaurau Te Ture ā-Rohe Tauhokohoko, Whakahaerenga me te Tango Kiriata Tūmatanui 2022 / Auckland Council Public Trading, Events and Filming Bylaw 2022</li> </ul>	To provide clarity on the scope of the bylaw insofar as protecting roads from damage is concerned.
<p><b>1. Purpose</b></p> <p>(1) Auckland Transport makes this Bylaw to</p> <p>(a) control certain activities within the <b>Auckland transport system</b>; and</p> <p>(b) contribute to an effective, efficient, and safe <b>Auckland transport system</b> in the public interest.</p>	<p><b>1. Purpose</b></p> <p>(1) Auckland Transport makes this Bylaw to</p> <p>(a) control certain activities within the <b>Auckland transport system</b>; and</p> <p>(b) contribute to an effective, efficient, and safe <b>Auckland transport system</b> in the public interest; <u>and</u></p> <p>(c) <u>protect roads</u> in the <b>Auckland transport system</b> from damage.</p>	To provide clarity on the scope of the bylaw insofar as protecting roads from damage is concerned.
<p><b>2. Interpretation</b></p> <p>2(3):</p> <p><b>street damage</b> means damage to any part of the <b>road corridor</b>, or other Auckland Transport property within the <b>road corridor</b>, sustained during building or land development <b>works</b> and includes the undermining of any road due to excavation on adjacent property and the collapse of any adjacent property onto a road.</p>	<p><b>2. Interpretation</b></p> <p>2(3) – <i>insert in alphabetical order:</i></p> <p><b>building work</b> means building or development work on private land or in any other location which is not in, on, under or above the <b>road corridor</b>.</p> <p>2(3):</p> <p><b>street damage</b> means damage to any part of the <b>road corridor</b>, or other Auckland Transport property within the <b>road corridor</b>, sustained during <del>building or land development</del> <b>works</b> and includes the undermining of any road due to excavation on adjacent property and the collapse of any adjacent property onto a road.</p>	To provide clarity about the scope of building works covered in the bylaw and to clarify the coverage of street damage in relation to building work.
<p style="text-align: center;"><b>Part 2: Street Damage</b></p> <p><b>17. Building work requiring street damage inspection fee</b></p> <p>(1) No person shall undertake any <b>works</b> without having first paid to Auckland Transport:</p> <p>(a) a pre-works inspection fee (unless that person agrees that the condition of the road is at least as good as that which exists on either side of the work site); and</p> <p>(b) a <b>street damage</b> post-works inspection fee.</p> <p>(2) However, sub-clause (1) does not apply if an <b>approval</b> expressly states otherwise.</p> <p><b>18. Waiving of Inspection Fee</b></p> <p>(1) The requirement for payment of a <b>street damage</b> post-works inspection fee may be waived, where Auckland Transport determines that the proposed works are unlikely to cause damage to the <b>road</b>.</p>	<p style="text-align: center;"><b>Part 2: Street Damage Associated with Building Work</b></p> <p><i>Explanatory Note:</i> <u>This Part applies to building or development work taking place off the road corridor, but which may damage the road.</u></p> <p><b>17. Building work requiring street damage inspection fee</b></p> <p>(1) Auckland Transport may require a person proposing to carry out <b>building work</b> in the circumstances described in sub-clause (2) to pay a street damage inspection fee prior to undertaking that work.</p> <p>(2) Sub-clause (1) applies where Auckland Transport considers on reasonable grounds that the <b>building work</b> may cause <b>street damage</b>, whether due to access by vehicles to the building or development site or otherwise. <u>Such reasonable grounds may be based, for example, on the number and nature of vehicles which are anticipated to access the site, and Auckland Transport's knowledge and experience of damage to roads in comparable situations.</u></p>	To help address problems related to activities in development or construction sites on a private land causing damage to nearby roads.

<p><b>19. Inspection</b></p> <p>(1) At the completion of <b>works</b> and after the issue of the code compliance certificate (CCC) by Auckland Council for the building work undertaken, Auckland Transport shall carry out an inspection.</p> <p>(2) If, during inspection, damage to the <b>road</b> or any structure in, on or under the <b>road</b> is identified, Auckland Transport may serve notice to the approval holder requiring the damage to be repaired and specifying the work that needs to be done and the date by which it must be completed.</p> <p>(3) If Auckland Transport identifies any defects within the warranty period in the repairs to the <b>road</b> undertaken by the approval holder as stated in the notice issued under sub-clause (2), Auckland Transport may repair the defect and recover the costs incurred, including any reasonable administration costs, from the approval holder.</p> <p>(4) If the reinstatement is not carried out within the time given in the notice issued under sub-clause (2), Auckland Transport may carry out the work on approval holder's behalf; and recover any costs incurred by Auckland Transport, including any reasonable administrative costs, to repair any damage to the <b>road</b> arising from any building work, or site work, from the approval holder under the Local Government Act 1974.</p> <p>(5) Any amount owing by the approval holder to Auckland Transport may be recovered by Auckland Transport from that person or entity as a debt due in any court of competent jurisdiction.</p>	<p><del>(1)(3)</del> Where Auckland Transport has required an inspection fee under subclause (1), no person shall undertake the <b>works building work</b> without having paid that fee to Auckland Transport.</p> <p><del>(a) a pre-works inspection fee (unless that person agrees that the condition of the road is at least as good as that which exists on either side of the work site); and</del></p> <p><del>(b) a street damage post-works inspection fee.</del></p> <p><del>(2) However, sub-clause (1) does not apply if an approval expressly states otherwise.</del></p> <p><b>18. Waiving of Inspection Fee</b></p> <p><del>(1) The requirement for payment of a street damage post-works inspection fee may be waived, where Auckland Transport determines that the proposed works are unlikely to cause damage to the road.</del></p> <p><b>18. Inspection</b></p> <p>(1) <del>At the</del> On completion of <b>works the building work</b> and after the issue of the code compliance certificate (CCC) by Auckland Council for the building work undertaken, Auckland Transport shall <u>will</u> carry out an inspection of the road potentially affected.</p> <p>(2) If, <del>during</del> as a result of inspection, <del>street damage to the road</del> or damage to any structure in, on or under the <b>road</b> is identified which has been caused or contributed to by the building work, Auckland Transport may serve a notice on any person undertaking the building work or responsible for the damage to the approval holder requiring the damage to be repaired and specifying the work that needs to be done and the date by which it must be completed.</p> <p>(3) A notice under sub-clause (2) may include a requirement that the person served with the notice gives a reasonable warranty in relation to the repair works. <del>If Auckland Transport identifies any defects within the warranty period in the repairs to the road undertaken by the approval holder as stated in the notice issued under sub-clause (2), Auckland Transport may repair the defect and recover the costs incurred, including any reasonable administration costs, from the approval holder.</del></p> <p>(4) If the <del>repair reinstatement</del> is not carried out within the time given in the notice issued under sub-clause (2), or if defects in the repairs are identified during the period of the warranty referred to in sub-clause (3), Auckland Transport may:</p> <p>(a) <u>carry out the repair work or repair the defects, as the case may be; on approval holder's behalf; and</u></p> <p>(b) <u>recover any the costs of doing so, incurred by Auckland Transport, including any reasonable administrative costs, to repair any damage to the road arising from any building work, or site work, from the approval holder under the Local Government Act 1974 from the person who was served with the notice.</u></p> <p>(5) Any amount <del>owing</del> payable by the approval holder to Auckland Transport <del>for repairs carried out under this clause</del> may be recovered by Auckland Transport <del>from that person or entity</del> <u>from the person liable</u> as a debt due <del>in any court of competent jurisdiction.</del></p>	
<p><b>3. Restrictions on activities within the Auckland transport system</b></p> <p>(2) In any place that is part of the Auckland transport system a person must not, except with the prior written approval of Auckland Transport, -</p>	<p><b>3. Restrictions on activities within the Auckland transport system</b></p> <p>(2) In any place that is part of the Auckland transport system a person must not, except with the prior written approval of Auckland Transport, -</p> <p>(h) <u>carry out repairs or modifications to a vehicle on a road in a way which damages the road or creates an obstacle, nuisance, disruption to traffic flow or safety risk to road users.</u></p>	<p>To streamline the regulations for matters that involve vehicles, but unrelated to their 'use (driving) or parking' (for example, vehicle repairs) to solely the ARC Bylaw.</p> <p>Currently, these matters are also regulated under the Auckland Transport Traffic Bylaw 2012.</p>

**Table 3: Amendments to the Auckland Council and Auckland Transport Signs Bylaw 2022**Existing words proposed to be removed are shown in ~~strikethrough~~ and proposed new words shown underlined.

Current Bylaw clause	Proposed amendment	Reasons for change
<p><b>18 A sign may be displayed on a vehicle in certain circumstances</b>            (1) This clause applies to vehicle signs, which in this Bylaw means signs displayed on a moving or stationary vehicle (which includes a trailer).            (2) A person may display a vehicle sign if the sign complies at all times with the conditions in this table –</p> <p><b>Conditions for the display of a vehicle sign</b></p> <p><b>Purpose of vehicle</b>            (a) The vehicle is being used for ordinary day-to-day travel (for example the movement of people and goods) and not for the main purpose of displaying the sign, unless –                (i) the sign is identifying a premise for sale during an open home or auction in clause 15; or                (ii) the sign is an election sign in clause 17;</p> <p><b>Motor vehicle traders</b>            (b) A motor vehicle trader under the Motor Vehicle Sales Act 2003 may only display a sign related to the sale of a vehicle that is on a council-controlled public place (for example a road) if –                (i) the vehicle is being used for a test drive; or                (ii) the vehicle is being taken to an automotive garage or vehicle testing facility;</p> <p><b>Placement</b>            (c) The sign must not protrude from the vehicle when on a council-controlled public place (for example a road) in a way that creates a risk to public safety, the efficient operation of the place or a nuisance;</p> <p><b>Compliance with other rules</b>            (d) Must comply with all special and general rules in Subparts 2 and 3 of Part 2.</p> <p><b>Related information about vehicle signs</b>            A similar rule to (2)(a) applies to a person (other than a motor vehicle trader) offering a vehicle for sale in clause 23 of the Auckland Transport Traffic Bylaw 2012.</p>	<p><b>18 A sign may be displayed on a vehicle in certain circumstances</b>            (1) This clause applies to vehicle signs, which in this Bylaw means signs (including <u>signs advertising a good or service, or offering a vehicle for sale</u>) displayed on a moving or stationary vehicle (including a trailer).            (2) A person may display a vehicle sign if the sign complies at all times with the conditions in this table –</p> <p><b>Conditions for the display of a vehicle sign</b></p> <p><b>Purpose of vehicle</b>            (a) The vehicle is being used for ordinary day-to-day travel (for example the movement of people and goods) and not for the main purpose of displaying the sign, unless –                (i) the sign is identifying a premise for sale during an open home or auction in clause 15; or                (ii) the sign is an election sign in clause 17;</p> <p><b>Motor vehicle traders</b>            (b) A motor vehicle trader under the Motor Vehicle Sales Act 2003 may only display a sign related to the sale of a vehicle that is on a council-controlled public place (for example a road) if –                (i) the vehicle is being used for a test drive; or                (ii) the vehicle is being taken to an automotive garage or vehicle testing facility;</p> <p><b>Placement</b>            (c) The sign must not protrude from the vehicle when on a council-controlled public place (for example a road) in a way that creates a risk to public safety, the efficient operation of the place or a nuisance;</p> <p><b>Compliance with other rules</b>            (d) Must comply with all special and general rules in Subparts 2 and 3 of Part 2.</p> <p><b>Related information about vehicle signs</b>            A similar rule to <del>(2)(a)</del> applies to a person <del>(other than a motor vehicle trader)</del> offering a vehicle for sale in <del>clause 23</del> of the Auckland Transport Traffic Bylaw 2012.</p>	<p>To streamline the regulation of 'for sale' signs on vehicles being sold to solely under the Signs Bylaw 2022.</p> <p>Currently, vehicle for sale signs are also regulated under the Auckland Transport Traffic Bylaw 2015 and Auckland Council Traffic Bylaw 2015.</p>

# **Attachment C**

# Joint review of traffic-related bylaws

## Feedback Summary

Auckland Transport (AT) and Auckland Council (AC) proposed simplifying and improving Auckland's traffic-related bylaws by:

- Creating a new joint AT and AC *Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 / Vehicle Use and Parking Bylaw* to combine the Auckland Transport Traffic Bylaw 2012, Auckland Council Traffic Bylaw 2015 and clause 16 of the Auckland Council Public Safety and Nuisance Bylaw 2013 (**main proposal**); and
- Making supporting changes (**supporting proposals**) by:
  - clarifying and improving 6 topics<sup>1</sup> in the proposed new joint Bylaw;
  - moving (or removing) 7 rules<sup>2</sup> from the current bylaws; and
  - clarifying and improving other rules<sup>3</sup> in the AC and AT Signs Bylaw 2022, AT Activities in the Road Corridor Bylaw 2022, and AC Public Safety and Nuisance Bylaw 2013 that relate to certain activities involving vehicles.

Public consultation on these proposals was held from Monday 4 November to Monday 4 December 2024 (inclusive). Public hearings were held on 6 December 2024 at 20 Viaduct Harbour Avenue, Auckland. We received a total of 196 submissions: 181 through the online survey, 13 mail and email and 2 verbal submissions.

The proposals were well received by the public. The **main proposal** was largely supported, with 83% of respondents expressing no concerns. Most respondents had no comments or concerns about the **supporting proposals**. One in every five respondents requested increased enforcement of the traffic-related bylaws.

## Main proposal for a joint AT & AC bylaw

The majority of respondents (83%) had no concerns about the main proposal to combine the AC Traffic Bylaw 2015, AT Traffic Bylaw 2012, and clause 16 of Public Safety and Nuisance Bylaw 2013, which covers vehicles on beaches, into one bylaw.

Of the 46% of people who provided comments in their feedback:

- 23% told us this proposal made sense, would be easier to understand, or seemed a good idea;
- 12% raised concerns about creating a single joint bylaw, the most common concern (6%) was about the cost of the changes, the consultation process, and the bylaw review process.

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<sup>1</sup> These topics are about 1) launching of boats on beaches and obtaining beach driving permits; 2) regulations for heavy vehicles; 3) parking vehicles off a roadway; 4) busways, busway stations, and park & rides; 5) resident parking; and 6) temporary traffic and parking rules for special events

<sup>2</sup> These rules are about 1) establishing shared zones, parking zones, parking places, and transport stations; 2) setting new speed limits on Council-controlled land; 3) parking for display or sale; 4) broken down vehicles on a road or public place; 5) leaving machinery or goods on a road or public place; 6) repairing or modifying vehicles on a road in a public place; and 7) priority on cycle paths or shared paths.

<sup>3</sup> These rules are about 1) street damage caused by heavy vehicles during building work on private property; 2) repairing or modifying vehicles on a road or public place; 3) signs advertising a service or sale on a parked vehicle; 4) driving and parking on parks and beaches; 5) abandoned and broken-down vehicles; and 6) machinery or goods on a road or public place

## Summary of public feedback

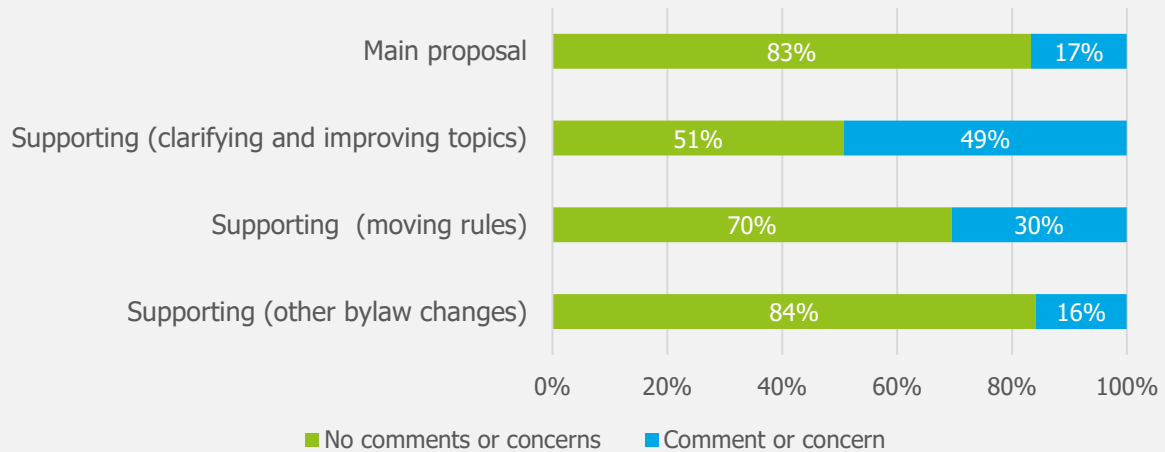
**196** total submissions

181 online submissions

13 mail & email submissions

2 verbal submissions

### Overall opinion on the proposed bylaw changes



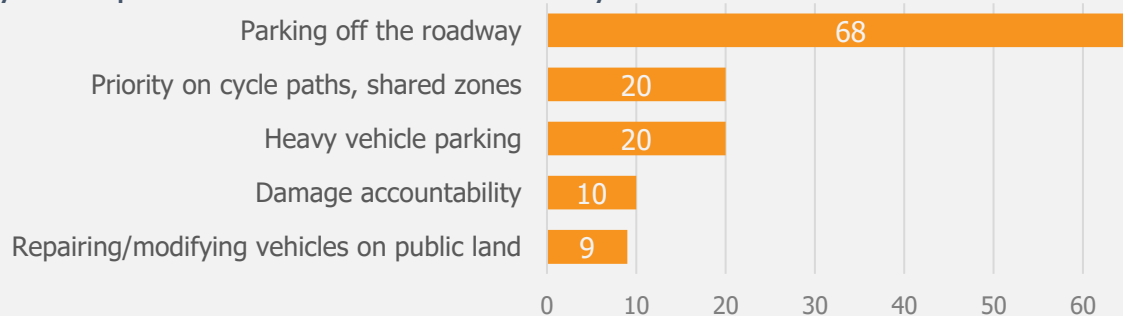
### Key feedback themes

**80%** of comments on the proposal to create a joint AT & AC bylaw were supportive

**30%** of people support rules against parking vehicles off the roadway

**21%** of respondents requested additional enforcement of the bylaws

### Bylaw topics with the most community comments



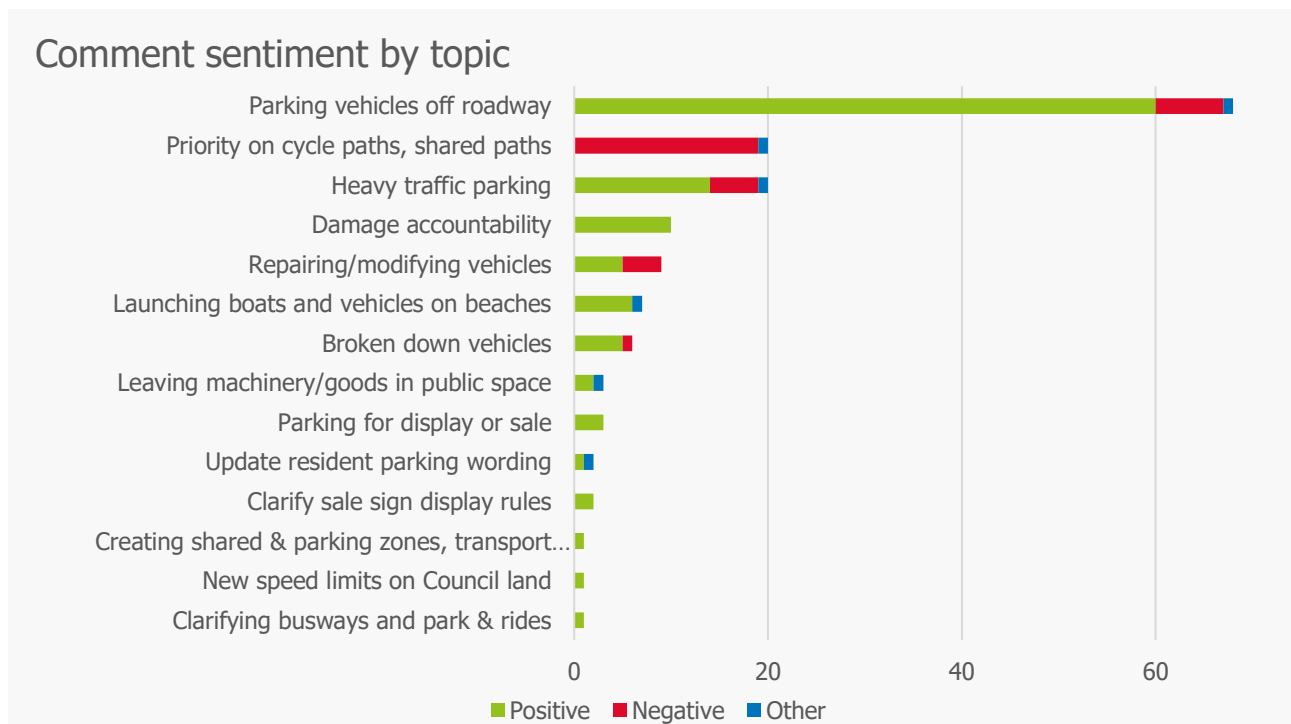


## Supporting proposals

All but one topic in the supporting proposals were supported by the public. Most people did not have comments on the proposals:

- 46% provided comments on the supporting proposal to **clarify and improve** some topics in the joint bylaw;
- 27% provided comments on the supporting proposal to **move** topics among the bylaws;
- 22% provided comments on the supporting proposal to **make changes** to other existing bylaws.

Most comments were supportive of the changes:



**Parking vehicles off the roadway** received the most attention, with 35% of respondents overall commenting on the topic. Most people who provided comments (88%) expressed support for changes to reduce parking on berms. Those who raised concerns with the topic (10%) frequently mentioned the need for berm parking, especially where limited on-street parking is available.

**New heavy traffic parking regulations** were also largely supported by submitters (79% of those who commented on the topic). There were some concerns from the industry perspective, specifically about rest breaks or overnight spaces for drivers to sleep, particularly for out-of-town companies.

The only topic that was not supported was the proposal to **remove user priority on cycle paths and shared paths**<sup>4</sup>. Respondents requested that it remains in Auckland's traffic bylaws as it aims to protect vulnerable road users, particularly people travelling on foot and bicycle.

Community concerns about the topic of **repairing or modifying vehicles in public spaces** are centred around its enforcement – respondents wanted assurance that people experiencing an emergency would not be fined.

<sup>4</sup> The current rules regulating the priority among users (pedestrians, cyclists, riders of mobility devices or riders of wheeled recreational devices) of a cycle path or a shared path have been found to be ineffective. AT and AC rely on the Police for enforcement, which has proven to be difficult and challenging due to various reasons.

## Key stakeholder feedback

During the consultation period, six key stakeholders provided feedback regarding the bylaw proposals:

- Automobile Association
- Bike Auckland
- Blind Low Vision NZ
- National Road Carriers
- New Zealand Defence Force
- Sommerville Disability Support Services.

**Automobile Association (AA)** noted the consultation material points without further comment.

**Bike Auckland** supported the main proposal and changes to the heavy vehicle use/parking and parking off a roadway topics. The organisation requested that additional clarity be added for how people on bikes use busway stations, park & rides, and roadway changes for special events. Bike Auckland opposed the removal of user priority on cycle paths and shared paths.

**Blind Low Vision NZ (BLVNZ)** supported the controls for parking vehicles off the roadway and requested additional enforcement of vehicles and other objects like sale signs blocking footpaths. BLVNZ expressed concern about the removal of user priority on cycle paths and shared paths. They emphasized that a continuous accessible path of travel, which ensures safe routes for pedestrians, is especially important for people with vision loss. They also requested that e-scooters are not used on footpaths and are instead limited to road or cycle paths.

**National Road Carriers (NRC)** supported the main proposal and the supporting proposals prohibiting major repairs in the roadway and banning engine braking on residential streets. Members of NRC expressed concern about limiting heavy vehicle parking. They suggested that AT/AC should ensure sufficient off-road parking for the heavy vehicle transport sector to replace the current ability to park on local streets throughout the region.

**New Zealand Defence Force (NZDF)** requested a change to 24(2)(d) in the proposed bylaw, which exempts driving and parking on beaches for people authorised to perform a statutory function. NZDF requested that defence training (“Temporary Military Training Activities”) be part of the exemption.

**Sommerville Disability Support Services** advised that the proposed bylaw should include other mobility parking permit providers, as it currently states that only CCS Disability Action administers the permits.

## Inputs from our partners<sup>5</sup>

We also received inputs from the New Zealand Transport Agency (NZTA) Waka Kotahi and Screen Auckland.

**NZTA Waka Kotahi** advised that the proposed joint bylaw should also consider busway stations and park-and-ride facilities (or other lands) that are not owned but are managed by AT or AC.

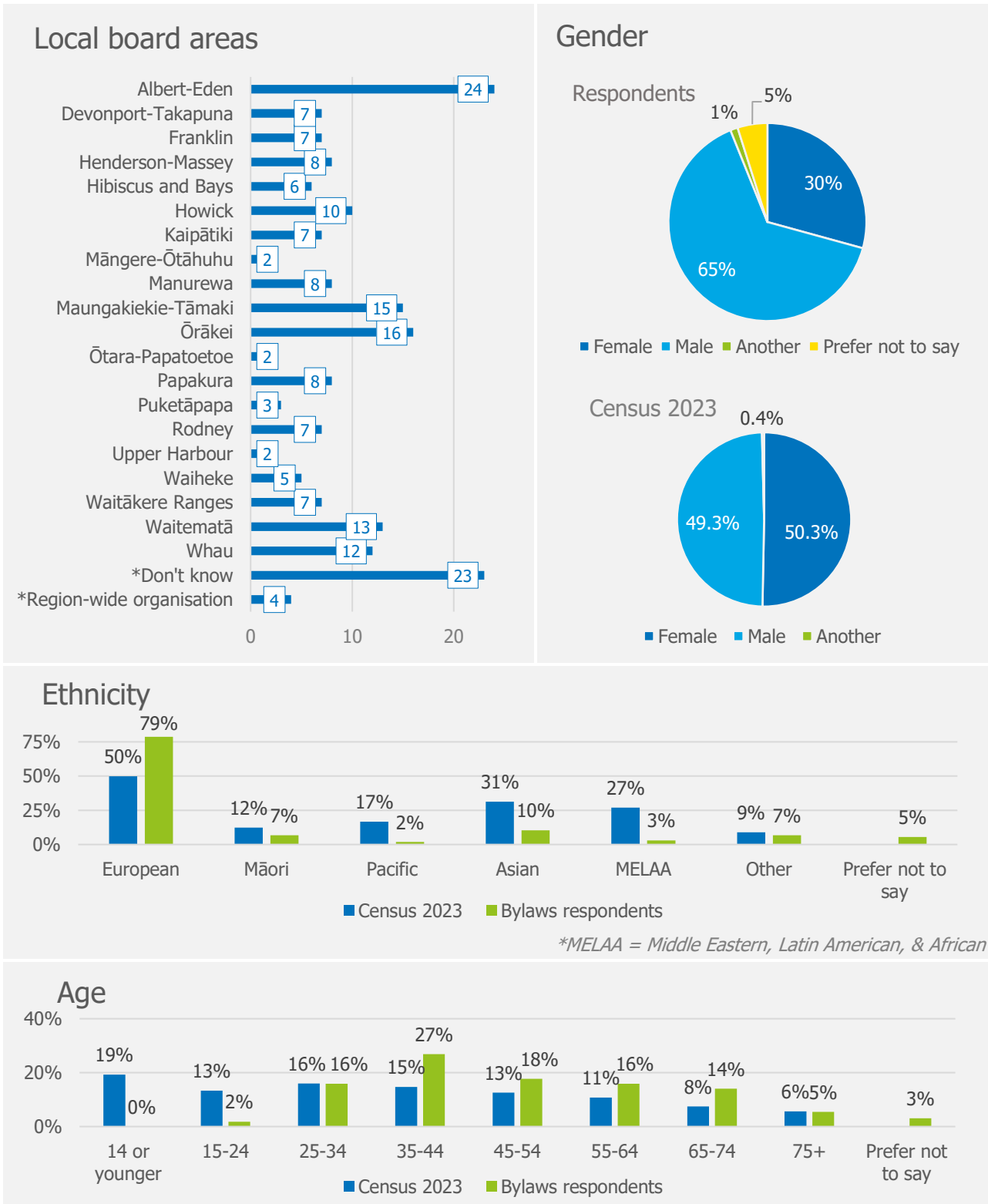
**Screen Auckland** requested that filming activities be explicitly covered under the proposed vehicle use and parking controls for special events. They also requested that film parking permits be mentioned in the proposed bylaw for clarity and certainty.

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<sup>5</sup> The inputs from our partners were not considered part of the public submissions and are not included in the analyses presented above.

# Demographics

Below is local board area and demographic data from survey participants. Age, gender, and ethnicity measures are compared to the most recent data for Auckland, from the 2023 Census. The traffic-related bylaw proposals attracted a higher than usual number of respondents for a bylaw change. We received a higher number of submissions from some demographic groups (male, European, and aged 35-44 respondents) compared to Auckland’s Census data.



# **Attachment D**

## Attachment D: Detailed Feedback on the Proposals

This attachment contains the summary of public feedback provided by individual submitters and organisations in response to the proposed AT and AC Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw 2025, and the supporting proposals. The detailed public feedback includes the verbatim comments provided by individual submitters and organisations in relation to the main and supporting proposals, and other additional comments.

In summary:

- **overall**, we received feedback from 196 submitters (188 individuals and 8 organisations)
- with respect to **the main proposal** to create a new joint AT and AC Vehicle Use and Parking Bylaw 2025 (and associated resolutions), 163 submitters had no concerns (with 62 submitters also providing comments) and 33 submitters had concerns (with 27 also providing comments). See [Main Proposal](#) for the detailed feedback.
- with respect to **supporting proposal one** which seeks to clarify and improve 6 topics in the proposed new joint Bylaw,<sup>1</sup> 100 submitters had no comments and 89 submitters provided comments related to various topics with 7 submitters leaving the comment box blank. See [Supporting Proposal 1](#) for the detailed feedback.
- with respect to **supporting proposal two** which seeks to move (or remove) 7 rules<sup>2</sup> from the current Bylaws, 137 submitters had no comments and 52 submitters provided comments related to various topics with 7 submitters leaving the comment box blank. See [Supporting Proposal 2](#) for the detailed feedback.
- with respect to **supporting proposal three** which seeks to clarify and improve other rules in the AC and AT Signs Bylaw 2022, AT Activities in the Road Corridor Bylaw 2022 and AC Public Safety and Nuisance Bylaw 2013 that relate to certain activities involving vehicles, 164 submitters had no concerns (with 16 submitters also providing comments) and 32 submitters had concerns (with 26 also providing comments). See [Supporting Proposal 3](#) for the detailed feedback.
- with respect to **additional feedback** related to the proposed changes, 68 submitters provided comments about various bylaw, operational, enforcement and non-bylaw related topics. See [Additional Comments on the Proposals](#) for the detailed feedback.

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<sup>1</sup> Launching of boats and obtaining beach driving permits; regulations for heavy vehicles; parking vehicles off a roadway; busways, busway stations, and park & rides; resident parking; and temporary traffic and parking rules for special events.

<sup>2</sup> Establishing shared zones, parking zones, parking places and transport stations; setting new speed limits on council land; parking for display or sale; broken down vehicles on a road or public place; leaving machinery or goods on a road or public place; repairing or modifying vehicles on a road in a public place; and priority on cycle paths or shared paths.

Submitter #	Organisation name	Local Board area
1		Albert-Eden
2		Blank/don't know
3		Upper Harbour
4		Manurewa
5		Howick
6		Waitematā
7		Rodney
8		Ōrākei
9		Puketāpapa
10		Ōrākei
11		Henderson-Massey
12		Howick
13		Devonport-Takapuna
14		Rodney
15		Maungakiekie-Tāmaki
16		Waitākere Ranges
17		Ōrākei
18		Albert-Eden
19		Hibiscus and Bays
20		Rodney
21		Howick
22		Ōtara-Papatoetoe
23		Howick
24		Howick
25	AP1 Metrology Ltd	Blank/don't know
26		Waiheke
27		Albert-Eden
28		Waiheke
29		Waiheke
30		Henderson-Massey
31		Papakura
32		Puketāpapa
33		Franklin
34		Franklin
35		Franklin
36		Waitākere Ranges
37		Blank/don't know
38		Franklin
39		Blank/don't know
40		Papakura
41	Regional organisation	Regional organisation
42		Maungakiekie-Tāmaki
43		Kaipātiki
44		Blank/don't know
45		Franklin
46		Upper Harbour
47		Māngere-Ōtāhuhu
48		Maungakiekie-Tāmaki
49		Māngere-Ōtāhuhu
50		Waiheke
51		Waitematā
52		Maungakiekie-Tāmaki

53		Albert-Eden
54		Rodney
55		Waitākere Ranges
56		Franklin
57		Howick
58	Sommerville Disability Support Services	Blank/don't know
59		Blank/don't know
60		Manurewa
61		Ōrākei
62		Ōrākei
63		Blank/don't know
64		Manurewa
65		Waiheke
66		Henderson-Massey
67		Albert-Eden
68		Rodney
69		Blank/don't know
70		Maungakiekie-Tāmaki
71		Ōrākei
72	Blind Low Vision NZ	Blank/don't know
73		Henderson-Massey
74		Henderson-Massey
75		Kaipātiki
76		Manurewa
77		Albert-Eden
78		Hibiscus and Bays
79		Devonport-Takapuna
80		Blank/don't know
81		Albert-Eden
82		Papakura
83		Blank/don't know
84		Howick
85		Albert-Eden
86		Whau
87		Hibiscus and Bays
88		Manurewa
89		Rodney
90		Papakura
91		Papakura
92		Waitematā
93		Devonport-Takapuna
94		Blank/don't know
95		Maungakiekie-Tāmaki
96		Devonport-Takapuna
97		Waitākere Ranges
98		Henderson-Massey
99		Albert-Eden
100		Blank/don't know
101		Ōtara-Papatoetoe
102		Albert-Eden
103		Maungakiekie-Tāmaki
104		Maungakiekie-Tāmaki
105		Waitematā

106	Counties Mowing	Franklin
107		Albert-Eden
108		Maungakiekie-Tāmaki
109		Waitematā
110		Devonport-Takapuna
111		Maungakiekie-Tāmaki
112		Whau
113		Albert-Eden
114		Albert-Eden
115		Hibiscus and Bays
116		Hibiscus and Bays
117		Whau
118		Kaipātiki
119		Hibiscus and Bays
120		Howick
121		Papakura
122		Blank/don't know
123		Waitākere Ranges
124		Waitematā
125		Blank/don't know
126		Waitematā
127		Albert-Eden
128		Ōrākei
129		Maungakiekie-Tāmaki
130		Albert-Eden
131		Waitematā
132		Ōrākei
133		Devonport-Takapuna
134		Ōrākei
135		Albert-Eden
136		Albert-Eden
137		Ōrākei
138		Howick
139		Maungakiekie-Tāmaki
140		Waitematā
141		Ōrākei
142		Waitematā
143		Maungakiekie-Tāmaki
144		Ōrākei
145		Henderson-Massey
146		Ōrākei
147		Blank/don't know
148		Waitematā
149		Kaipātiki
150		Ōrākei
151		Kaipātiki
152		Rodney
153		Waitākere Ranges
154		Whau
155		Albert-Eden
156		Whau
157		Maungakiekie-Tāmaki
158		Waitākere Ranges



159		Ōrākei
160		Whau
161		Albert-Eden
162		Blank/don't know
163		Kaipātiki
164		Papakura
165		Papakura
166		Howick
167		Manurewa
168		Albert-Eden
169		Ōrākei
170		Maungakiekie-Tāmaki
171		Blank/don't know
172		Devonport-Takapuna
173		Whau
174		Albert-Eden
175		Albert-Eden
176		Albert-Eden
177	Automobile Association	Regional organisation
178	New Zealand Defense Force	Regional organisation
179		Kaipātiki
180		Blank/don't know
181		Whau
182		Whau
183	Bike Auckland	Regional organisation
184		Whau
185		Whau
186		Henderson-Massey
187		Whau
188		Puketāpapa
189		Albert-Eden
190		Waitematā
191		Blank/don't know
192		Blank/don't know
193		Blank/don't know
194		Manurewa
195		Manurewa
196		Waitematā

## Main Proposal

Create a new joint AT and AC Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw (and associated resolutions), to combine the Auckland Transport Traffic Bylaw 2012, Auckland Council Traffic Bylaw 2015 and clause 16 of the Auckland Council Public Safety and Nuisance Bylaw 2013.

This includes rules around:

- One-way travel and turning restrictions
- Engine braking
- Unsuitable (including heavy) traffic
- Special vehicle lanes
- Cruising and light-weight vehicle restrictions
- Cycle paths, shared paths and shared zones
- Vehicles on beaches
- Special events
- Unformed roads
- Mobility parking (parking for disabled persons)
- Parking (including zone parking), designated parking places or prescribing conditions of use
- Parking vehicles off a roadway (e.g., berm parking)
- Residents' parking

**163 submitters said they have no concerns related to the main proposal. 62 submitters who said they have no concerns also provided comments, see below:**

Submitter	Comment	Local Board
1	<i>Please actually enforce parking rules so drivers stop blocking footpaths and destroying the berm.</i>	Albert-Eden
3	<i>I think it's great. Anything that will help to improve enforcement of all these rules. Especially berm parking. We get way too much of that in my neighborhood, and little is done about it with the worst offenders.</i>	Upper Harbour
8	<i>It's a great idea - and makes sense.</i>	Ōrākei
10	<i>It would be good to support those with mobility permits to use t2 t3 lanes. Also the enforcement of mobility parking spaces across parks, street and commercial premises.</i>	Ōrākei
16	<i>Should be clearer and easier to enforce.</i>	Waitākere Ranges

22	<i>It certainly does make it alot easier resource wise to locate the rules in one place.</i>	Ōtara-Papatoetoe
23	<i>Is there a reason for not enforcing existing bylaws for parking on footpaths and on the berm in areas where parking is not allowed on the street? Manukau CBD is a good example. How do you intend to deal with those who park their cars on footpaths forcing the pedestrians to walk on the road?</i>	Howick
26	<i>It's a practical and sensible rationalisation that aids understanding of the law.</i>	Waiheke
30	<i>Makes sense</i>	Henderson-Massey
31	<i>Simplifies when same language is used</i>	Papakura
40	<i>Cost</i>	Papakura
41	<i>So long as the rules and regulations are followed by the decision makers and you think of everyone who is going to be impacted and effected by what you are doing bear in mind the tradesmen the general commuters the property owners and you need to make sure that all the information is very readily available and easy to find New Zealand is predominantly a tourist country tourist destination we need to make sure that our visitors know the rules and regs so that we're not discouraging them or making ourselves unattractive as a destination</i>	Regional Organisation
42	<i>do we have data on the usage of disabled parking zones, we appear to have increased these zones in size but I'm yet to see them utilized while parking has been squeezed for all other users. Have the number of disabled permits increased or decreased over the past 10 years? What is the justification for such an increase in such designated zones?</i>	Maungakiekie-Tāmaki
43	<i>Removes confusion and enables better enforcement and understanding by the public</i>	Kaipātiki
50	<i>Seems reasonable.</i>	Waiheke
51	<i>It looks a good idea</i>	Waitematā
52	<i>Allow Auckland Transport to enforce accessible parking ion Auckland Council properties, not just AT places</i>  <i>Allow AT to move abandoned cars in parks too.</i>  <i>Also, better enforcement of parking on rain gardens</i>	Maungakiekie-Tāmaki
53	<i>Makes sense</i> <i>Keep the te reo name, no matter what central govt tries to pressure you into</i> <i>Enforcement should be paired with signals ans awareness campaigns</i> <i>Good luck out there team, you do good mahi</i>	Albert-Eden
63	<i>I live in Remuera and I am an older person with medical issues I walk regularly every morning around my suburb there seems to be no consideration re residents parking over the public footpath I have to then walk</i>	Blank / don't know

	<i>on the road which is not safe for me or people with walkers or prams often there is adequate parking on the road or on the property I hope you still enforce the rules regarding illegal and unsafe parking Thank you</i>	
67	<i>The sooner you start enforcing no parking on berms the better. May I suggest a good place to start would be the car yard on the corner of Great North and Portage Roads in New Lynn where they have put gravel over the grass berm to extend their vehicle display space</i>	Albert-Eden
68	<i>I have had endless problems with people parking their vehicles on my original unused driveway and blocking visibility of traffic coming down from the top of the road I did request AT make it no parking outside my property but my request was declined</i>	Rodney
72	<i>Supports engine braking</i>	Blank / don't know
73	<i>The fact that there are three different orgs in the first place!</i>	Henderson-Massey
87	<i>The bylaw needs to be simple and easy to comply with. I need to see more detail</i>	Hibiscus and Bays
91	<i>I would expect having a single bylaw would make the rules easier to access... more straight forward, the rules are all in one place...</i>	Papakura
93	<i>Common sense!</i>	Devonport-Takapuna
95	<i>Uniformity in local legislation prevents confusion. I hope that traffic planners allocate ample space for parking (especially in intensification areas), foot and cycle traffic. AT and AC should act as a single unity anyway to save ratepayers doubled up admin and management.</i>	Maungakiekie-Tāmaki
98	<i>I think anything that makes the rules clearer and easy to find is fantastic.</i>	Henderson-Massey
99	<i>I think it is important to simplify these rules as much as possible. Especially the process around adding new roads, lanes or parking allocations to be covered by the bylaw.</i>	Albert-Eden
105	<i>Seems like a sensible plan</i>	Waitemata
106	<i>AT really need to be able to enforce a blanket 'no parking on URBAN grass berms' bylaw WITHOUT HAVING TO INSTALL EXPENSIVE SIGNAGE, as the same is done for speed restrictions ... speed signs are few and far between where we live BUT SPEED RESTRICTIONS ARE STILL OBVIOUSLY ENFORCABLE along the entirety of the roadway.</i>	Franklin
111	<i>Sounds good from a simplicity perspective. I would like to see better enforcement and physical barriers to illegal parking (bollards), particularly around berms, parks, pedestrian areas</i>	Maungakiekie-Tāmaki
112	<i>It seems like a good idea and easier for the public to navigate.</i>	Whau

117	<i>Good idea. Cars are really problematic at the moment.</i>	Whau
119	<i>Easier for everyone to know what are the rules, and easier to enforce by law. Giving safer spaces for walkers, cyclists and stopping parking of vehicles everywhere which is unsightly and far too free for car parking. (Example, it is illegal to park your car anywhere on a street in Norway - only in parking bays on the street, or on business or residents' property only.</i>	Hibiscus and Bays
120	<i>I don't think AT is working on its best efficient so making change is good sign to improve things.</i>	Howick
121	<i>Appears to make sense by combining into a single bylaw, one place to find the information, and hopefully make enforcement action by AT easier undertake.</i>	Papakura
124	<i>This seems like a good idea.</i>	Waitematā
132	<i>Easy for everyone to understand</i>	Ōrākei
133	<i>Berms have deteriorated with parking on the berm.  The proposal seems to AT to install signage more quickly without going through a resolution process. and this will help berms being protected.</i>	Devonport-Takapuna
135	<i>Makes sense.</i>	Albert-Eden
137	<i>The practice of vehicles parking on berms creates hazards for pedestrians and other uses. It also causes damage to infrastructure and plants. I agree with amendments to create an enforceable bylaw to prevent berm parking.</i>	Ōrākei
139	<i>A single law banning parking on berms is needed. Its a good move that parking fines have been increased.</i>	Maungakiekie-Tāmaki
141	<i>Ease of understanding Simpler to monitor</i>	Ōrākei
142	<i>This is great. So hard to know where to look when wanting to check on something before complaining.</i>	Waitematā
146	<i>I think this would be beneficial and more operationally efficient which makes good sense</i>	Ōrākei
148	<i>I agree with the proposal</i>	Waitematā
150	<i>It makes sense to combine them as there is often confusion about who is responsible for certain things.</i>	Ōrākei
153	<i>Simpler and easier to understand</i>	Waitākere Ranges
154	<i>I am supportive of this proposal both as a member of the public and a design professional as I have seen how unclear rules can affect enforcement action against bad driver behavior on our roads.</i>	Whau

163	<i>The single Bylaw must be accompanied by publicity of what Transport System and Council-owned lands are covered by the Bylaw and who is authorised to carry out enforcement.</i>	Kaipātiki
164	<i>The number one AT related problem in Auckland is berm parking. Whatever changes required in order to fine this offence is a positive move.</i>	Papakura
165	<i>Thank you, Berm parking is destroying our city, especially in South Auckland.</i>	Papakura
166	<i>its a logical move</i>  <i>No point in multi bylaws for the same purpose</i>	Howick
169	<i>Seems sensible to have the rules in one place.</i>	Ōrākei
170	<i>It seems a good idea to have them in one place</i>	Maungakiekie-Tāmaki
174	<i>its a logical move</i>  <i>No point in multi bylaws for the same purpose</i>	Albert-Eden
181	<i>Parking on berms is out of control, as is parking on footpaths. It is an ingrained cultural issue now that people feel entitled to park anywhere.</i>	Whau
186	<i>I fully support the proposals.</i>	Henderson-Massey
188	<i>Turning restrictions - re-instate no U-turns in designated areas of earlier years, e.g. Sandringham Village shopping centre and like/similar localities and also restrict right turns within those areas. Enforce legal no-engine braking law with residential areas. Special vehicle lanes - lengthen access way for other vehicles to turn across bus lanes, e.g., Great North Rd, New Lynn left turn access into Veronica Street, many are too short for safety. Mobility Parking, permits from Sommerville and CCS to be accessible, with strict enforcement of Permit display in/on vehicles. Off-road parking - ban grass berm parking, damage occurrence to be re-instated at cost to perpetrators. Berm parking also blocks visual accessibility to and from roadways and properties. Berms need to be accessible at all times for mowing either by residents/contractors or Council.</i>	Puketāpapa
189	<i>I think this is a good idea. Berms are such valuable spaces in our communities for standing and talking to neighbours, playing, sitting, I've had picnics on the berm on multiple occasions! Also for trees and other planting. Pedestrian access to the berm is also important to be able to get in your car when it's parked on the street.</i>  <i>When vehicles a parked on the berm, all this stuff is compromised. From them physically being there but also the damage they do.</i>	Albert-Eden

191	<i>It makes sense to me that one authority should combine various similar regulations from the present three sources. It will make understanding of the regulations much easier.</i>	Blank / don't know
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**33 submitters said they have concerns related to the main proposal. 27 submitters who said they have concerns also provided comments, see below:**

<b>Submitter</b>	<b>Comment</b>	<b>Local Board</b>
2	<i>If all you're doing is combining them into a single bylaw, with no change for drivers. why are you spending any money to do so? It's hard to see what efficiency gains could come from just putting all the same clauses in one bylaw.</i>	Blank / don't know
12	<i>How about focus on the roads that never meet there deadlines for completion and address public transport issues and costs before focusing on these rules.</i>	Howick
18	<i>People sometimes have to park on berms for various reasons such as safety and lack of parking</i>	Albert-Eden
19	<i>How much are all these changes going to cost? I appreciate this may simplify the bylaws but if they are currently working ok,as they say,why change it!! Surely there are more pressing/important things to work on in relation to Auckland traffic issues.</i>	Hibiscus and Bays
20	<i>Reducing vehicles on beaches and reserves is critical for the environment.  Please initiate a 'no idling' policy whereby cars on beaches and in public reserves are instructed to turn engines off.</i>	Rodney
25	<i>Restricting heavy vehicles from parking in areas where they are causing problems for the community (e.g. where they are blocking visibility).  How do we as a company from outside of Auckland that need to travel and stay in Auckland with heavy vehicle and park them at motels overnight as we do not have any other places to park them</i>	Blank / don't know
27	<i>AT shouldn't control the roads at all. Land Transport should.</i>	Albert-Eden
35	<i>In principle - a good idea to have one set of rules. In practice though - these consolidations almost always erode the status quo under the guise of simplification. I don't support the change.</i>	Franklin
46	<i>If the goal is to simply combine the current, laws and not review them (currently not fit for purpose) it is a waste of rate payers time &amp; money.</i>	Upper Harbour
70	<i>Restricting heavy traffic into specific areas will restrict truck drivers from doing commercial deliveries</i>	Maungakiekie-Tāmaki

76	<i>Specific issues like mobility parking need dedicated resources to make sure the location chosen makes sense e.g Ronwood parking building disabled parking has to be the least friendly for people with mobility issues. They are underutilised as a result.</i>	Manurewa
79	<i>It will become uncertain who will Police the Bylaw if two organisations are involved.</i>	Devonport-Takapuna
81	<i>I thinks its important to understand the pros and cons from a ratepayers perspective which I don't see covered here</i>	Albert-Eden
82	<i>It allows for a reduced sphere of influence and culture. Activists can push a minority agenda with less moderating voices.</i>	Papakura
83	<i>Would rather see AT disestablished and the council look after traffic</i>	Blank / don't know
84	<i>Due to the density of houses being built with 3-6 units we are ending up with single lane streets. The folk in these UNITS park multiple vehicles (and trucks) on the residential streets. Perhaps like in big cities, these folk apply for paid parking rights, especially as they use the carport/garages for storing equipment and rumpus rooms. Buses in the area are few and far between and a long walk for most residential areas in the suburbs.</i>	Howick
100	<i>Even your description of it as AC Te Ture ā-Rohe Waka Haere is totally incomprehensible. You say you are making it clearer that is not true! You are making everything much harder for ordinary and older people to understand. leave it where it is at least we understand it to sme extent your simplification process is clearly yet again through the paradigm of incomprehensible ideological esxpressions that confuse and befuddle the very people you say you are aiming to help understand.</i>	Blank / don't know
125	<i>Hi, I went to the consultation day re cycle lanes on K Rd, altho there was a petition , signed by 37 business owners it went ahead . At the consultation day I was told by AT that he was here to tell us what you were doing, not ask for my opinion.</i>	Blank / don't know
147	<i>My fear is that AT will promote cycling over cars by pushing &amp; make laws favourable to cycles over cars. It is essential to keep roads open for cars and to have as much car parking as possible. The by law needs to reflect this !</i>	Blank / don't know
151	<i>Concerned about how this will be enforced if the Mayor is looking to combine AT and AC in the future.</i>	Kaipātiki
155	<i>There is no clearly detailed information showing what the combined rules would look like. We have only been provided a simplistic high level diagram without much detail.</i>	Albert-Eden



157	<i>You are creating the same rules for different situations. Some areas have plenty of street parking. Other areas have had street parking removed and cycle lanes installed. Other areas have had multiple premises built which require more street parking than areas that have a single house in a full section. Basically we are not comparing apples with apples so a single bylaw does not work for all</i>	Maungakiekie-Tāmaki
167	<i>Most law changes always seem to start with the best intentions, but usually seem to end with everything being worse. On the grounds that most Government agencies have demonstrated themselves as untrustworthy been given any authority to change I object. Creating a single bylaw that is 'easier to understand' will end up creating confusion and grey areas potentially giving the rule makers more powers than intended. Simpler usually always means less information which is never a good thing as it creates blanket nets to which can catch the innocent.</i>	Manurewa
171	<i>"NRC supports combining multiple by-laws into a single framework as it will result in clearer and more consistent regulations reducing confusion for operators, particularly those working across different parts of Auckland" "NRC supports the proposed simplifying and improvement of Auckland's traffic-related bylaws" Supports no engine braking on residential streets</i>	Blank / don't know
183	<i>Bike Auckland supports the intent of the bylaw consolidation and considers that simplifying and clarifying the bylaws will have general benefit.</i>	Regional Organisation
193	<i>So many roads in the Franklin are remain. Unsafe.</i>	Blank / don't know
196	<i>Private vehicles on beaches should be banned. Cars should be allowed to park on their own driveway/berm</i>	Waitematā

## Supporting Proposal 1

Clarify and improve the following 6 topics in the proposed new joint Bylaw

- launching of boats on beaches and obtaining beach driving permits;
- regulations for heavy vehicles;
- parking vehicles off a roadway;
- busways, busway stations, and park & rides;
- resident parking; and
- temporary traffic and parking rules for special events.

**100 submitters said they have no comments related to supporting proposal one. 89 submitters provided comments related to various topics with 7 submitters leaving the comment box blank, see below:**

Topic	Submitter #	Comment	Local Board
Launching of boats on beaches and obtaining beach driving permits	7	<i>Need to regulate access.</i>	Rodney
	8	<i>Please can we take this opportunity to ban vehicles from driving on Auckland's beaches too? Muriwai is particularly badly afflictet but this happens all over the region. One person's love of dune-bashing should not override everyone else's right to enjoy the coast.</i>  <i>The proposed changes to ban parking on berms is LONG overdue and I strongly support it.</i>	Ōrākei
	34	<i>Kariotahi beach, as a recreation space for traditional beach goers is unusable, completely and utterly unusable. The anti-social driving / dirt bike use completely dominates the landscape.</i> <i>Unlicensed vehicles, unlicensed riders, complete disregard for the supposed applicable road rules.</i> <i>A total ban is required - because enforcement is non existent. This has been made worse by the different standards applied at Muriwai where a ban was enforced...the result was increased activity at Kariotahi. The same rules need to apply simultaneously at these locations.</i>	Franklin
	35	<i>Vehicular access to beaches should respect the right of all users - both boaties and public. A bit of actual enforcement would go a long way rather than providing for one over the other. That included pedestrian who often seem to have little regard or respect for boaties using a common resource.</i>	Franklin

Regulations for heavy vehicles	6	<i>More about the rules of use and engine braking. As a city centre resident, living on the current pathway for all trucks using the port (Tangihua St), we want to know that engine braking will specifically be stopped where there are residents, like on all of Beach Road and Tangihua S. Ultimately, we would like these road deemed unsuitable for heavy traffic.</i>	Waitematā
	25	<i>How do we as a company from outside of Auckland that need to travel and stay in Auckland with heavy vehicle and park them at motels overnight as we do not have any other places to park them.</i>  <i>Are parking areas going to be set up for heavy vehicles to park around the Auckland region? If we cannot park at motel overnight in Auckland and we have to leave the region for accommodation each day then this cost will be passed onto Auckland companies that we do work for</i>  <i>We have to bring our test weights to Auckland each year to have them tested by Trading Standards (MBIE) and means our trucks are parked in Auckland by a motel while this is happening. There is no other place in the North Island that can do this testing.</i>	Blank / don't know
	59	<i>1. Drivers of vehicles for general cartage are governed by driver hours. Having the ability to pull over and take a break/sleep is integral for the safety of the wider population. If drivers do not have the ability to find "parking" for rest purposes then I fear we will likely witness an increase of incidents related to heavy vehicles.</i>  <i>2. There is already a shortage of heavy vehicle drivers in New Zealand. Placing additional restrictions on owners of these vehicles is only going to inhibit growth of NZ's supply chain.</i>  <i>3. Heavy vehicles already have to contend with issues regarding access for delivery in the CBD and the immediate surrounding suburbs. AT do an incredibly poor job at policing use of loading zones etc. There will be times where a heavy vehicle is "parked" to perform a delivery and/or collection (that may take up to an hour). A rule such as this is not fit for purpose and will be incredibly hard to police/enforce.</i>  <i>4. Residential addresses already have issues with narrow access and/or streets. With E-Commerce growing and retail shrinking, access for heavy delivery vehicles to these places remains integral. For example, think about a service vehicle that both delivers and installs whiteware or air conditioning units. More importantly, think of delivery vehicles that provide services to patients with renal issues. The supply of dialysis equipment and rotation of this</i>	Blank / Don't know

		<p><i>stock is important for patient welfare. These deliveries are performed by drivers that provide services for general LCL transportation. Once again, the issue of what constitutes "parking" must be considered.</i></p> <p><i>5. Drivers of heavy vehicles are already subjected to more abuse than any other vehicle type. Providing the general public another reason to engage in vigilante behavior or act as enforcers will inevitably increase the risk of abuse towards drivers.</i></p>	
61		<p><i>1. Drivers of vehicles for general cartage are governed by driver hours. Having the ability to pull over and take a break/sleep is integral for the safety of the wider population. If drivers do not have the ability to find "parking" for rest purposes then I fear we will likely witness an increase of incidents related to heavy vehicles.</i></p> <p><i>2. There is already a shortage of heavy vehicle drivers in New Zealand. Placing additional restrictions on owners of these vehicles is only going to inhibit growth of NZ's supply chain.</i></p> <p><i>3. Heavy vehicles already have to contend with issues regarding access for delivery in the CBD and the immediate surrounding suburbs. AT do an incredibly poor job at policing use of loading zones etc. There will be times where a heavy vehicle is "parked" to perform a delivery and/or collection (that may take up to an hour). A rule such as this is not fit for purpose and will be incredibly hard to police/enforce.</i></p> <p><i>4. Residential addresses already have issues with narrow access and/or streets. With E-Commerce growing and retail shrinking, access for heavy delivery vehicles to these places remains integral. For example, think about a service vehicle that both delivers and installs whiteware or air conditioning units. More importantly, think of delivery vehicles that provide services to patients with renal issues. The supply of dialysis equipment and rotation of this stock is important for patient welfare. These deliveries are performed by drivers that provide services for general LCL transportation. Once again, the issue of what constitutes "parking" must be considered.</i></p> <p><i>5. Drivers of heavy vehicles are already subject to more abuse than any other vehicle type. Providing the public another reason to engage in vigilante behaviour or act as enforcers will inevitably increase the risk of abuse towards drivers.</i></p>	Ōrākei
64		<p><i>I am 100% for a complete ban of heavy commercial vehicles parking in residential areas. Particularly south Auckland i.e Weymouth.</i></p>	Manurewa

	<p><i>These heavy container trucks are not only damaging our roads and trees knocking off tree branches as they go past. But also cause a huge visual obstruction making it unsafe and hard to see other vehicles one the road when exiting drive ways or to see vehicles exiting drives while on the road.</i></p> <p><i>This same visual hazard makes it or unsafe from a pedestrians own well being as well.</i></p> <p><i>There is also the annoyance factor or being woken up a when a truck starts up or parks up at 3am on the road outside your bedroom window.</i></p> <p><i>Not to mention with housing prices in auckland, I feel I paid enough to be able to at the end of my work week to sit on my deck relax and not stear into the side of a container!</i></p>	
70	<i>Restricting heavy traffic into specific areas will restrict truck drivers from doing commercial deliveries, which will ultimately result in the consumer losing out</i>	Maungakiekie-Tāmaki
76	<i>Stop them parking overnight on our roads. This will stop residential streets being damaged as trucks are being used everyday on streets not designed to cope with their weight</i>	Manurewa
79	<i>Opposite 88 Becroft Drive, Forrest Hill up to three trucks are parked at night and at weekends by someone who lives nearby. These trucks park on the roadway and make it unsafe for cyclists to ride along and be passed by other vehicles driving along the road. In the former North Shore city council bylaws it was an offence to park a heavy truck on a residential street at night time. This bylaw needs to be reinstited in the new bylaw.</i>	Devonport-Takapuna
156	<i>Heavy traffic parking on local roads should be not allowed by default. Should havvy traffic need to park on local roads they should need to apply for a limited time exception.</i>	Whau
171	<i>"NRC members state thatt stricter parking and road use regulations under these new by-laws could reduce where heavy vehicles can and will park, operate or unload, this will result in higher business operating cost. NRC continues to express our concerns with difficult access to such sites as construction areas- trucks face narrow roads, uneven terrain or blocked entrances, this leads to longer unloading times resulting in disruption to schedules for other deliveries and further higher costs, from driver's hours, increased fuel consumption and wear and tear on our vehicles. NRC proposes that AT &amp; Council allows for self-assessment of these sites. NRC supports the prohibition of doing major vehicle repairs on a road, along with engine braking in residential streets.</i>	Blank / Don't know

		<i>AT/Council will need to ensure sufficient off-road parking is available for the heavy vehicle transport sector, to replace the current ability to park in local streets throughout the region.</i>	
	195	<i>Heavy vehicles should not be permitted to park for extended periods or overnight or over weekends or holidays in any residential areas. These vehicles cause damage to road surfaces designed primarily for light traffic. They pose a nuisance at best and a safety hazard at worst due to their size and obstruction of clear view for other motorists. Transport companies seem to encourage this trend by drivers as it reduces their cost on renting yard space, but at the cost of neighbourhoods.</i>	Manurewa
Parking vehicles off a roadway	17	<i>About time! These changes will need to be backed up with a public information campaign and enforcement (including a grace period)</i>	Ōrākei
	18	<i>People sometimes have to park on berms for various reasons such as safety and lack of parking</i>	Albert-Eden
	32	<i>Cars should not be allowed to park: on any cycling infrastructure, any pedestrian infrastructure, on the berm, on the grass between the footpath and the road, half on the road and on the footpath.</i>	Puketāpapa
	42	<i>the enforcement of parking on driveways that are not impeding the flow of footpath traffic is not clear and appears to have a flexible interpretation, you could say, it's fuzzy.</i>	Maungakiekie-Tāmaki
	49	<i>Given the very narrow streets in many areas, especially in new developments, I think parking on the berms or partially on the berm is logical. In some areas I.e. Scott Point in Hobsonville you can barely get a car down the road if cars are parked on both sides.</i>	Māngere-Ōtāhuhu
	72	<i>Blind Low Vision NZ supports stronger controls for vehicles that park off the roadway and obstruct footpaths and pedestrian travel. People who are blind, deafblind, or low vision are reliant on footpaths for getting where they need to go. One of the most common complaints we here from our clients is about obstructed footpaths.</i>	Blank / Don't know
	77	<i>I don't support people parking on berms. I think berms are really important to keep free from vehicles and should be retained for pervious surface(stormwater), biodiversity and protection of street trees.</i>	Albert-Eden
	85	<i>Sounds great, please do this</i>	Albert-Eden
	102	<i>I strongly support this change to clarify the definition of "off roadway" as public parks, berms next to kerbs, and in areas deliberately planted with grass, plants or any vegetation and removing the need to pass individual rules before installing signs, and making the rules around parking on public property (e.g., on grass in parks) clearer.</i>	Albert-Eden

103	<i>I support anything that helps to enforce berm parking - I really struggle to move around my area with a pram sometimes due to berm parking</i>	Maungakiekie-Tāmaki
104	<i>I would like to see Auckland Transport and Auckland Council do everything necessary to discourage berm parking. This shouldn't need to wait for political or community feedback before taking enforcement action. Auckland Transport needs to be managing parking proactively as part of delivering a safe, effective and efficient transport system.</i>  <i>Berms serve a number of important purposes and none of those are to provide parking. Parking is ruining the berms and impacting everyone's safety</i>	Maungakiekie-Tāmaki
105	<i>We love the Berms in our street and they are generally well maintained by residents. No one parks on them which helps to maintain them and the trees planted on them are healthy and well looked after. It would be good to also define the parking on driveways that cross the berm (access to private driveways). We live in a street where if this was deemed illegal then the whole street would be jammed with cars. This has been in the news in the last few weeks and people have been left uncertain what is right or wrong. I absolutely agree anyone parking across the footpath is in the wrong, however if parking on a driveway across a berm doesn't cause a blockage to the footpath or the road then this should be allowed.</i>	Waitematā
106	<i>As a lawnmowing contractor, our urban clients pay us to mow their 'adjacent' grass berms - AT should EITHER secure a waiver from central govt rules on signage needs - OR at least apply advisory signage as they do with speed restrictions (few and far between, and pertaining to EVERY off-roadway grass berm in a wide area eg. along an entire roadway or in a residential area).</i>	Franklin
107	<i>I think this is a good change</i>	Albert-Eden
108	<i>Parking on berms is obviously a risk for the infrastructure underneath, but it is also a safety hazard for pedestrians and road users. I lived in an area where some people parked half on the berm so their car wasn't sticking out so far into the road but this resulted in even less visibility when exiting driveways so there were many near misses. Vehicles on berms also often block access for wheelchair users and people with prams. The increase in parking on berms due to the loophole created by lack of enforcement is only going to get worse so a blanket ban is much needed.</i>	Maungakiekie-Tāmaki
112	<i>There should be an easy way to stop people from parking on the berms. I have complained a few times about a car yard that parks on the berm in New Lynn and it blocks pedestrians and cyclists views of on coming cars at the designated crossing on Veronica St. It is feels dangerous when I am out with my kids walking or biking because cars parking on a berm</i>	Whau

		<i>block your view of cars coming from a driveway and it feels unsafe. Having said that there should be some low level planting that is allowed if it is not blocking sightlines.</i>	
116		<i>Parking on berms needs more enforcement to deter it. Berms have a role to play in placemaking for the community and should be open to residents to use, plant, play on etc without having to worry about cars parked over them. The analogy with car parking is, you wouldn't ask where to store your fridge if you bought one. It shouldn't be on the community to deal with car owners not having easily accessible and safe storage for their private motor vehicle. As with all behaviour change, it's cultural and will take time and a consistent deterrent to ensure it sticks.</i>	Hibiscus and Bays
122		<i>Berms need protecting and everything needs to be done (including advocating for law change and enforcing existing laws) to prevent people parking on berms. Berms can be attractive street additions, nice areas for play and vital sightlines- parking on them damages all these functions. Berms should be defined as "grass or planted areas next to kerbs, footpaths or cycleways" not just next to kerbs as this leaves obvious gaps.</i>	Blank / Don't know
124		<i>My only comment here is that requiring signage to be installed seems like a waste of time and money, let alone being ugly and ruining our spaces.</i>  <i>Off roadway parking should not be allowed, and it should be enforced with fines whenever appropriate. We do not need signage for every social contract that we have we need less signage in spaces and more common sense and enforcement of the rules.</i>	Waitematā
126		<i>There needs to be better protection for our trees planted in the berms. eg; in Wellington Street in central city cars are parked on the berms on top of the tree roots which cannot be good for the trees. It should be easier for the Council to introduce rules/regulations and enforce them to protect the trees on the berms.</i>	Waitematā
127		<i>Berm parking should not be allowed, and signage should not be required on each berm</i>	Albert-Eden
128		<i>AT/AC should clearly clarify the rules about parking vehicles off roadway and discourage drivers to park their vehicles off roadway, particularly on the berm. By default parking on any berm across Auckland should be prohibited. Parking on the berm has several negative impacts not only from an asset operation and maintenance to the council/AT perspective, it also has huge negative impacts on the safety of those walking (particularly to those less able of less confident, eg children, elderly, disabled people). Because of these reasons, AC/AT needs to managing proactively off roadway parking and should not wait for political nor community feedback/support to change this and take enforcement action.</i>	Ōrākei



129	<i>This is a step in the right direction but do not stop here, this change doesn't go far enough, it is common sense that the berms are not for parking on, it should be a fineable offence without the need for signs.</i>	Maungakiekie-Tāmaki
133	<i>We need to have berm parking clearly prohibited. This will be helped by making it easier for AT install signage saying no berm parking more quickly.</i>  <i>AT need to make it clear that berm parking means damage.</i>	Devonport-Takapuna
140	<i>I think berms are a nice bit of nature on the side of the road with grass and trees but more and more I am seeing cars park on them and destroying the grass and tree roots which is not acceptable. It also makes it hard to access your car that is legitimately parked on the side of the road when someone else has parked on the berm next to you.</i>  <i>I want a law change to discourage berm parking. AT and AC should be advocating for this and not wait for political or community feedback before taking enforcement action.</i>	Waitematā
143	<i>I believe that beyond clarification, we need a bylaw that states clearly that parking of vehicles on berms is not allowed and that this bylaw should be enforced. Given the increase in high density and in fill housing in Auckland, there has been a marked increase in the amount of parking on berms. As well as being unsightly, resulting in muddy tire ridged quagmires, it also results in soil compaction that directly affects the health of trees planted on the berm and can damage subterranean infrastructure .</i>	Maungakiekie-Tāmaki
145	<i>My neighbours park their big off road vehicles on the berm, and it blocks my view of oncoming traffic to pull on to the road, making it very unsafe every time I leave my home. Also it leaves it looking terrible especially in the winter</i>	Henderson-Massey
148	<i>I support rules preventing cars from parking on berms</i>	Waitematā
151	<i>I support this proposed change. This would significantly benefit pedestrians and cyclists, being able to move freely in their designated corridors without the (extra) worry of being safe from vehicles. It also saves money by preventing vehicles damaging public assets.</i>	Kaipātiki
161	<i>Make parking on berms illegal. Cars damage the grass and kill any attempts at planting that would provide shade, greenery, or even food. Cars on berms and off roadway such as across footpaths and accessways make unpleasant and dangerous streets for pedestrians.</i>	Albert-Eden
163	<i>Linking the rule to "formed kerb and channel" without further definition is incorrect for the intent. Parts of roadway that do not require surface water collection may have a formed kerb but not a formed channel. Parts of urban roads that have a flush edge beam to allow surface water to be collected by a formed swale or treatment device need to be included through definition, where vehicles must not be allowed to park fully or partly off the</i>	Kaipātiki

		<i>roadway. Some have reinforced surfaces that are formed and recognisable to enable parking but others may be damaged by parking.</i>	
	168	<i>Berms provide value for placemaking, play, walking, lingering, planting, for mature trees and a place for drivers to access vehicles parked on the road. Vehicles cause damage by driving and parking on berms. AT and AC should take all necessary steps to discourage berm parking and should not wait for political or community feedback before taking enforcement action. AT needs to be managing parking proactively as part of its obligation to deliver a safe, effective and efficient transport system.</i>	Albert-Eden
	169	<i>The entitled minority who treat berms as private property cause damage to the vegetation and pipes underneath, which I suspect the general public pays for in the end. I strongly support anything that makes clear this is illegal - but only if you enforce it. I gave up reporting cars parked on pavements because of the irregular enforcement of it.</i>	Ōrākei
	190	<i>I support the bylaw proposals</i> <ul style="list-style-type: none"> <li>• <i>Agree that rules should be clarified about parking vehicles off the roadway so a resolution is no longer required before signage can be installed.</i></li> <li>• <i>Note the value of berm provides for people, plants and trees</i></li> </ul> <i>Recommend the panel give:</i> <ul style="list-style-type: none"> <li>a) <i>strong direction supporting all necessary steps to discourage berm parking including advocating for a law change</i></li> <li>b) <i>clear direction and support for AT managing parking enforcement proactively as part</i></li> </ul>	Waitematā
Resident parking	82	<i>AT as an organisation is dedicated to increasing the use of public transport. While I support this, I fear that the needs of individuals will be sacrificed to achieve only this one goal.</i>	Papakura
	86	<i>Leave parking as is. No changes needed</i>	Whau
All six topics	2	<i>Without specific details, how minor are they actually?</i>	Blank / Don't know
	12	<i>They are pointless with the amount of traffic and night roadworks these days, getting anywhere Monday to Sunday is ridiculous.</i>	Howick
	21	<i>How the rules will be enforced effectively? Will there be regular council parking officers regularly patrolling and issuing infringement notes?</i>	Howick
	46	<i>Full open &amp; transparent consultation (opt out with a window of at least 6 weeks) not a Token few days hidden &amp; largely predetermined, engineered outcome based survey is required.</i>	Upper Harbour

	99	<i>Make it simpler. Reduce the bureaucracy and cost.</i>	Albert-Eden
	100	<i>I no longer believe that you know how to make things simpler and easier to understand. No one knows what the regulations are for bus lanes. You seem to be waging a war on motorists and making everything increasingly complex whilst saying that you are doing the opposite. I have lost confidence in what you say.</i>	Blank / Don't know
	167	<i>I would be resistant and hesitant to allow any rule changes as most times the general public always seems to be worse off because of trying to 'fix' a few outlier situations.</i>	Manurewa
Multiple topics / General feedback	5	<i>Very supportive of heavy vehicle parking and berm restrictions. The heavy vehicle parking restriction sounds like it would be hard to implement in practice, requiring resolution and signage, which could get complicated - could the restrictions be applied to an area e.g. residential areas, or have a maximum parking time limit Auckland-wide? Long-term truck/trailer parking in residential areas appears to be becoming more problematic. It sounds like the berm clarification would still require signage - why can't the restriction on berm parking be the norm throughout Auckland rather than requiring signage?</i>	Howick
	8	<i>Please can we take this opportunity to ban vehicles from driving on Auckland's beaches too? Muriwai is particularly badly afflicted but this happens all over the region. One person's love of dune-bashing should not override everyone else's right to enjoy the coast.</i>  <i>The proposed changes to ban parking on berms is LONG overdue and I strongly support it.</i>	Ōrākei
	10	<i>Ensuring those with mobility permits still have parking available.</i>	Ōrākei
	19	<i>As previously commented, are these changes really necessary at time.</i>	Hibiscus and Bays
	20	<i>Reducing vehicles on beaches and reserves is critical for the environment.</i>  <i>Please initiate a 'no idling' policy whereby cars on beaches and in public reserves are instructed to turn engines off.</i>  <i>Allow motorbikes to use bus lanes as long as they do not impede busses.</i>	Rodney
	26	<i>The logic of streamlining enforcement is to increase the public's confidence that unacceptable behaviour is not tolerated. Streamlining enforcement, however, will mean with some of these rules that they can be very quickly policed. For example, the longer vehicles are parked on beaches, the more likely it is that other vehicles will park there.</i>	Waiheke
	27	<i>Let people be treated with respect and let them follow the road rules as per the road code. (law)</i> <i>AT have no place to manage - just a bunch of self promoting pat each other on the back,</i>	Albert-Eden

		<i>and costing Auckland immensely. Only going off cost Vs benefits - you people are highly inefficient and as the courts have pointed out favour contractors that suit your ways.</i>	
31		<i>we need trucks out of our streets in Takanini. they restrict views for those leaving their properties, cause danger for all crossing roads and narrow the amount of drivable road pavement. Many vehicles are destroying berms in Takanini</i>	Papakura
37		<i>I big issue is parking on the side on the road in streets. Typical street nowadays are made too narrow for this to happen. In our area there are now many heavy trucks that park on the side of the road, which obstructs the view of oncoming vehicles.  I also have concerns with developers putting up to 5 houses on what used to be a single section, while only allowing for 3 off-street parks. A typical family has 2 cars - so this leaves 7 cars to park on the side of the street. In some areas the gap left after a car parks on both sides is so narrow, a fire-truck wouldn't be able to get down the street if there was a fire. There needs to be a requirement on the number of off-street parks available per dwelling.</i>	Blank / Don't know
41		<i>As a responsible four-wheel driver I would like to be informed about any rules and regulations that have been changed</i>	Regional Organisation
42		<i>the enforcement of parking on driveways that are not impeding the flow of footpath traffic is not clear and appears to have a flexible interpretation, you could say, it's fuzzy.</i>	Maungakiekie-Tāmaki
47		<i>- Driving on beach areas outside of formal boat ramps should be restricted further. - Parking vehicles off roadway rules should be updated to not require signs before any enforcement. A simplification of the current process (as suggested in the consultation) seems good but this does not go far enough. AT do not even enforce the areas with signs very well.</i>	Māngere-Ōtāhuhu
81		<i>Again, pros and cons from a ratepayers' perspective need to be provided.</i>	Albert-Eden
87		<i>There are many roads around Auckland where if vehicles are parked on both sides of the road, there is no way two vehicles going on opposite directions can get past each other, The crazy thing is that the grass verges are taking up space that could be devoted to residents parking. Council needs to start replacing the grass verges with hard standing so that the road will be more usable.  It has been crazy that Council has allowed subdivisions to be created with no parking</i>	Hibiscus and Bays

		<i>available by residents. That situation is the result of abominable planning because it doesn't allow for residents and their visitors to park anywhere near their residences.</i>	
90		<p><i>1. If there is offstreet parking available, then that is where a vehicle will park.</i></p> <p><i>Eg. Opaheke Road, Opaheke has a roundabout at the intersection of Opaheke Road, Liverpool Street, Butterworth Street where residents who live in the corner of that roundabout park on the roundabout area in the centre of the traffic island or on the footpath outside their properties impinging on the roundabout or on the council land outside 32 Opaheke Road.</i></p> <p><i>All of these areas are ticketable offences i.e. parking on council land, parking on footpaths or kerbs and blocking visibility.</i></p> <p><i>2. Where a thoroughway or main street is, essentially, a two lane highway with traffic markings added for safe turning into streets leading off to the right then there should not be heavy traffic vehicles parked on that road. Definitely vehicles that do not utilize a night light.</i></p> <p><i>Eg. Settlement Road by the cemetery – residents take their two 4 wheelers home and park them on the verge. Auckland Transport deems this as being acceptable practice. Really?</i></p> <p><i>3. Hunua Road has a café across the road from Griffins at 33 Hunua Road. Heavy Vehicles i.e. trucks park on the footpath and damage it. Earlier this year the footpath at the northern end of Griffins was repaired and had bollards placed along the roadside to hinder trucks parking on it.</i></p> <p><i>We have just had the path at the southern end of Griffins redone and I am hoping bollards will be installed here to hamper vehicles parking on it.</i></p> <p><i>6. We need to curb the incidence of people parking on kerbs because Veolia have just laid new water lines and other utilities in the area which could get damaged. Ticket people parking on kerbs. We used to do it in Mt Albert about 5 years ago. Why aren't we doing it in South Auckland?</i></p>	Papakura

91	<p><i>Heavy parking bylaws need more clarity. Airfield Road, Takanini, Residential area. In recent years has become a common parking zone for heavy trucks. Besides creating a problem for residents regards limiting their parking. Early morning noise issues as truck starting up. Long term parking. Trucks sitting on the side of roads for months only being moved to charge the batteries. Some instances blocking or limiting home owners visibility and driveway access...Creating issues regards children and families crossing road to go and return from the local school.</i></p> <p><i>Residents parking on pavements due inability to access street parking due trucks... blocking the pavement. Children then traveling along the side. of the road to get to and come from school. Creates difficulty for those disabled who use mobility scooters.</i></p>	Papakura
95	<p><i>Re beaches: no vehicle access except for emergency services respect the (diminishing) wildlife in the AKL area.</i></p> <p><i>Simplification of categories as it seems a dog's breakfast. Parking should be planned for when intensification happens too. Avoid more problems with blocking streets and parking willynilly.</i></p>	Maungakiekie-Tāmaki
96	<p><i>More broad definition for "off roadway parking" such as including cycleways. More strict enforcing laws around blocking cyclway/footpath</i></p>	Devonport-Takapuna
110	<p><i>Parking vehicles off roadway: Supportive of clarifying these areas, needs to be matched with enforcement of parking in these areas and backed up with reasons for why people shouldn't park there. These areas are a way to introduce nature into our streets, manage stormwater better etc.</i></p> <p><i>Heavy traffic parking: I have someone who lives nearby and parks a very large truck on their property, when exiting their property it has caused significant damage to 'off roadway areas'. Does this count as 'causing problems for the community', lanuguage seems vague.</i></p>	Devonport-Takapuna
121	<p><i>Heavy Vehicle Parking - delivery vehicles often use what ever available space they see, this often results in parking on footpaths, berms, flush medians, blocking driveways etc. This creates annoyance and safety concerns.</i></p> <p><i>Parking vehicles off roadway - cars should not be using berms (either front and/or back berms) and footpaths for parking. If there is not enough space on the roadway or in a private residence, then those in vehicles can choose to park elsewhere and navigate their way to where they need to be. Water pipes and other services are often damaged, and</i></p>	Papakura

	<p><i>grass quickly turns to mud/dirt which then gets tracked over footpaths, and into stormwater causing sediment problems.</i></p> <p><i>Busways/buslanes - clear definitions, in one bylaw would make sense.</i></p>	
147	<i>The by laws need to favour private off roadway parking and residential parking so that there is ample parking available for people to park their cars near their houses. These parking spaces should NOT be compromised by cycle lanes !</i>	Blank / Don't know
150	<i>I am opposed to anyone parking on berms. This is a safety risk for people turning out of driveways, for pedestrians and cyclists. They often have to drive over the footpath to park on the berm which is also a hazard. AT also needs to find cars parking over footpaths. On Waiatarua Road this is common and school children have to walk around them when walking to and from school. Often it is trade vehicles.</i>	Ōrākei
154	<p><i>I have personally seen the problems heavy vehicles parking in dangerous situations can cause, such as vehicle carrier trucks on Great North Road, Grey Lynn unloading at peak hour, or buses and large container trucks parked too close to intersections, or on narrow roads obscuring sightlines. I support measures that will allow AT to better police parking of these vehicles to ensure the safe operation of our streets.</i></p> <p><i>I have also seen the problems that parking off the roadway can have in urban areas, and encountered vehicles blocking the footpath, or churning up the grass berms into muddy messes. I have also noted the impact cars driving over tree roots have had on our street trees, adding to their already stressed lives. I am therefore supportive of any measure that helps to manage the parking of cars on our urban and suburban streets to make sure they are pleasant for all users and properly function.</i></p> <p><i>I also note that proactive enforcement by AT will be critical to ensure that driver behaviour changes in a positive way.</i></p>	Whau
155	<i>Please provide more detail on the restriction for parking vehicles off roadway. Additionally, please provide more clearly defined detail on the changes to Resident Parking rules as a result of this review before making any changes.</i>	Albert-Eden
157	<i>There is not enough off street parking or parking facilities to cater for the need of vehicle owners. Thus should be prioritised over such incentives as cycle lanes that are used by very few</i>	Maungakiekie-Tāmaki
162	<i>As someone who has had flooding because of damage to stormwater drains from people parking on the berm I wholeheartedly support this. The cost of these repairs to the council</i>	Blank / Don't know

		<i>is large and would be unnecessary if this rule was fined and enforced and possibly even bring revenue to maintain them better</i>	
166		<p><i>Heavy vehicle parking in residential should not be permitted in residential area at all but is becoming more common in a number of areas</i></p> <p><i>- Manukau City Council use to ban heavy vehicle in residential areas</i></p> <p><i>Heavy vehicles block the line off sight for road and pedestrian users when are parked close to intersections hence causing a safety risk</i></p> <p><i>Residential areas are not commercial vehicle truck parking facilities not commercial vehicle truck parking facilities</i></p>	Howick
176		<p><i>3. Older suburbs such as Arch Hill, Kingsland, Eden Tce were built before it was expected ordinary people would have cars. i.e. they did not include driveways and garages. Some have large berms though and it is possible to park your car on the concrete drive between the road and your property WITHOUT impeding pedestrian or vehicle traffic. It seems AT are ticketing cars so parked in these suburbs. This seems draconian when no infringement is occurring.</i></p> <p><i>6. Staff enforcing road closures around events such as at Eden Park, have insufficient training. For instance my daughter was prevented from using one street before the cut off time to return home, even when she said she was a resident within the area (there were actually no residents on the street marked resident only, as that section was commercial). The person preventing her from driving the short distance to her home and said he did not know the area to suggest an alternative route. There is one but very complex and no suitable for all vehicles.</i></p>	Albert-Eden
183		<p><i>Bike Auckland's response to the proposals as outlined below:</i></p> <p><i>1. Vehicles on parks and beaches: No comment</i></p> <p><i>2. Heavy vehicles use and parking: Support. This is will increase the ability to enforce existing rules where heavy vehicles can park. Inappropriate or unlawful heavy vehicle parking can restrict or affect the safety of movements for people on bikes, particularly small children.</i></p> <p><i>3. Off a roadway: Support. this will increase the ability to enforce existing rules where people can park vehicles, such as within berms or across shared paths. Inappropriate or</i></p>	Regional Organisation



		<i>unlawful heavy vehcile parking can restrict or affect the safety of movements for people on bikes, particularly small children.</i>	
	185	<i>Make it illegal to park on berms. Apart from damage it seriously impedes visibility. It needs a strong deterrent/fine. Resident parking is creating a dangerous situation in my area. Intensive development of properties has lead to residents parking permanently on the street. Many streets in New Lynn are now effectively one way at certain times of the day. It also makes exiting driveways dangerous. I suggest a 4 hour parking limit on all streets by default with exemptions applied for and if granted, a fee for use.</i>	Whau
	193	<i>I have several places including where i need to park for work. There ard trucks or big truck trailors parked on the road. Taking resident and workplace road parks away. Why are they allowed to leave these trucks and large truck trailors parked on our roads and parked week after week...not moved?</i>	Blank / Don't know
	194	<i>Industrial trucks parked on residential areas. They become hazardous to the public blocking majority of the road as well as space for reversing</i>	Manurewa
	196	<i>What update?</i>	Waitematā

## Supporting Proposal 2

Move (or remove) the following 7 rules from the current bylaws:

- establishing shared zones, parking zones, parking places, and transport stations;
- setting new speed limits on Council-controlled land;
- parking for display or sale;
- broken down vehicles on a road or public place;
- leaving machinery or goods on a road or public place;
- repairing or modifying vehicles on a road in in a public place; and
- priority on cycle paths or shared paths

**137 submitters said they have no comments related to supporting proposal two. 52 submitters provided comments related to various topics with 7 submitters leaving the comment box blank, see below:**

Topic	Submitter #	Comment	Local Board
Establishing shared zones, parking zones, parking places, and transport stations;	144	<i>Will be great have specific zones for pedestrians and cyclist specially in the city center since the goal it's make it cars free. Probably even enforce people to use the zones and not use the road like in Tamaki drive where every weekend it's crowded with cyclist occupying most of the road or pedestrians walking in the cycle lanes in Queen Street</i>	Ōrākei
Setting new speed limits on Council-controlled land;	17	<i>It should be written that the RCA gets to decide a safe and appropriate speed for any designated road or area, and while this may differ from the land transport minsters perception of what he thinks is safe and appropriate, its the RCA who gets to set the speed limits.</i>	Ōrākei
	32	<i>Auckland should decide what speed Auckland wants. Please don't reverse ANY of the speed limits. Don't kill people.</i>	Puketāpapa
Parking for display or sale;	67	<i>This should be banned (see previous comment re new lynn)</i>	Albert-Eden
Broken down vehicles on a road or public place;	47	<i>AT should have further enforcement of removing derelict vehicles from the roadway.</i>	Māngere-Ōtāhuhu
Leaving machinery or goods on a road or public place;	40	<i>Would a Car Transporter be left on a public road to offload multiple vehicles come under this law, because we have one parked outside the dealers every morning</i>	Papakura

		<i>and it is on a blind curve and you cant see around it to pass the transporter on the opposite side of the road safely ....</i>	
Repairing or modifying vehicles on a road in a public place; and	171	<i>NRC supports the prohibition of doing major vehicle repairs on a road, along with engine braking in residential streets.</i>	Blank / Don't know
Priority on cycle paths or shared paths	9	<i>I would like escooters to be allowed on cycle lanes or shared areas. The speed of scooters (not just lime scooters but personal escooters) can travel at high speed and are not save on footpaths. This could also encourage people out of their cars and escooter to work- why are cyclelanes for bikes only when escooters travel same speed as cyclists. Of course helmet use should be enforced just like bikes now.</i>	Puketāpapa
	16	<i>Where a road is not equipped with a designated cycle lane, cyclists/ scooters should use the shared footpath. Roads such as Great North Road, Ash Street and Rata Street are too busy with motorised vehicles that cyclists become a hazard when driving.</i>	Waitākere Ranges
	20	<i>Priority NEEDS to be given to most vulnerable in every circumstance.</i>  <i>Cars on beaches and in parks must always shut off the engine when stationery.</i>	Rodney
	37	<i>These paths are rediculous - in new subdivisions they are just as wide as the road, and the road ends up so narrow that it would be difficult to get busses down, or even fire-trucks. I think this is dangerous. That being said, I quite like the new shared paths along the side of the southern motorway from takanini to Papakura.</i>	Blank / Don't know
	48	<i>Will this change mean that scooters will be 'legally' able to use bike lanes? If not, it needs to as they are best rerouted onto cycle paths where they exist, instead of footpaths. If it becomes legally allowed, then AT should really go out and broadcast this, as scooters are often harming pedestrians on foot as well as many 'near misses.'</i>	Maungakiekie-Tāmaki
	72	<i>Footpaths and Shared Spaces</i> <i>Public spaces that are inaccessible cannot accurately be described as "public". More and more obstacles are appearing on our shared spaces and public footpaths, without any warning or consultation with people who are blind, deafblind or have low vision.</i> <i>Increasingly, riders of e-scooters, bicycles and other micro-mobility devices use</i>	Blank / Don't know

	<p><i>footpaths and compete for limited space with pedestrians. Discarded scooters are being left in shared spaces and footpaths. Street furniture is incorrectly placed on or near footpaths. Councils are also installing coloured artwork on shared spaces and footpaths. Together, these new obstacles make it very difficult for people who are blind, deafblind or have low vision to independently and safely navigate around these additional hazards. It's not fair that pedestrians with vision loss are forced to avoid shared spaces and footpaths due to concern about their personal health and safety.</i></p> <p><i>New Zealand's 77 local, regional and unitary councils do not consistently apply the guidance from Waka Kotahi The New Zealand Transport Agency (Waka Kotahi) when designing shared spaces and footpaths.</i></p> <p><i>Pedestrians who are blind, deafblind or have low vision must have safe access to shared spaces.</i></p> <p><i>The guideline for shared space design should always be followed when planning these spaces.</i></p> <p><i>Signage around shared spaces should clearly indicate correct behaviour for motorists and pedestrians.</i></p> <p><b>Shared Spaces</b></p> <p><i>The World Blind Union defines a shared space as:</i></p> <p><i>“A street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional designs” (Local Transport Note 1/11 October 2011, Department for Transport, London).</i></p> <p><i>The World Blind Union adds that:</i></p> <p><i>“A Shared Space can also be described as a low speed residential or retail street where the usual kerb that distinguishes the footpath as pedestrian priority space and the roadway as traffic priority space is removed. The ambiguity of a common level and surfacing material leads to caution and lower speeds by vehicles. While this is generally beneficial to most road users, it creates difficulties for pedestrians who are blind, deafblind or partially sighted as the usual orientation cues are often absent and it is difficult for them to sense the subtle cues on the location of the continuous accessible path of travel (CAPT).</i></p> <p><i>Waka Kotahi uses the following definitions in the Pedestrian Planning Guide.</i></p>	
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	<p><i>Shared zone: "A residential street that has been designed to slow traffic and signed to give priority to pedestrians. The shared zone sign means that traffic is required to give way to pedestrians but pedestrians must not unreasonably impede traffic."</i></p> <p><i>Segregated shared-use path: A route shared by pedestrians and cyclists where both groups use separate, designated areas of the path.</i></p> <p><i>Unsegregated shared-use path: A path shared by pedestrians and cyclists where both groups share the same space.</i></p> <p><i>Footpath: The part of road or other public place built and laid out for pedestrian use.</i></p> <p><i>Footpaths</i>  <i>The CAPT defines the area where the pedestrian route is safe and convenient for everyone, especially people who are blind, deafblind or have low vision and or with impaired mobility. It has even surfaces, gentle slopes and is free of permanent and temporary obstacles at all times. The minimum CAPT width must be 1.8 metres but wider is beneficial on busy footpaths.</i>  <i>Obstacles such as advertising and regulatory signs, seating, rubbish bins, utility poles, post boxes and bus shelters should be kept clear of the CAPT at all times. Advertising signs on the footpath should be avoided if possible. Where advertising is permitted, signs should be located away from the CAPT, i.e., on the kerb edge, and always placed consistently in the same location.</i>  <i>In 2020, 18% of the people that we served were aged between 65 and 79 years, and 46% were aged 80 years or over. This is a significant proportion of the people we serve who are impacted by inaccessible shared spaces and footpaths. The four leading eye conditions that lead to vision loss in New Zealand are age-related. Older and ageing pedestrians with vision impairment are particularly at risk.</i>  <i>We fully support the use of transport devices as active modes of transport. They help people get where they need to quickly and easily. However, for the safety of people with vision loss, they should not be used on footpaths or in shared spaces. This solution can work for all parties.</i>  <i>Shared spaces must be prioritised as safe and accessible for all pedestrians, especially pedestrians with vision loss.</i>  <i>Rules that require users to simply exercise courteous behaviour offer no</i></p>	
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		<p><i>protection or reassurance to our clients. We believe pedestrians cannot depend on other peoples good behaviour when using shared spaces and footpaths. Pedestrians who are blind, deafblind or have low vision need to be able to identify when they enter a pathway that is designated as a shared path. Written signage and painted markings alone should not be relied on.</i></p> <p><i>We recommend installing detectable physical barriers between cyclists and pedestrians rather than making paths shared.</i></p> <p><i>We support the World Blind Union (WBU) Position Statement on Electric Scooters (E-scooters) which states that a motorized E-scooter is powered by an electric motor. It is any two-wheeled device that has handlebars, and a floorboard that is designed for someone to stand on when riding.</i></p> <p><i>E-Scooters are an example of a micro-mobility device. The WBU Position Statement goes on to state that E-Scooters are an example of new technology that expands personal transport options. They provide a relatively cheap mode of transport that is more accessible than walking or cycling for some people and can go where buses don't</i></p> <p><i>Other examples of micro-mobility devices include but aren't limited to skateboards and electric bikes. To ensure pedestrian safety, these devices should not be permitted under any circumstances to be used on footpaths.</i></p> <p><i>We support rules that ensure micro-mobility devices, like e-scooters or skateboards, move off the footpath where they're less likely to come into conflict with pedestrians.</i></p> <p><i>We support the installation of segregated cycle paths. Segregated cycle paths physically separate fast moving micro-mobility devices and pedestrians which prevents pedestrians from unknowingly veering into the cycle lanes. Signage or road markings are insufficient to enable people who are blind, deafblind or have low vision to identify changes in space designation.</i></p>	
	78	<i>Not sure why this is considered ineffective? The UK has recently made changes to reinforce the idea of priority, particularly on roads, in its Highway Code. The media coverage was extremely effective (even if slightly misrepresentative) and galvanised this idea in the public mindset.</i>	Hibiscus and Bays
	92	<i>Shared means shared, different users need to be nice to others, even if some of us disagree certain modes (electric scooters are evil)</i>	Waitematā
	93	<i>It is not clear whether this rule is included in other rules. If it is not, then there is a serious problem as Pedestrians must be protected from injury, especially the</i>	Devonport-Takapuna

		<i>elderly. Any such lack of protection would look ridiculous compared to the costly proliferation of speed bumps and cones.</i>	
103		<i>I can't find in the documentation what the bylaw previously said so it's difficult for me to comment on whether I support this.</i>	Maungakiekie-Tāmaki
131		<i>The bylaw should reflect the injuries and damage that can be caused by the person/vehicle. For example a high powered scooter - note they travel on shared paths at 50km/ht upwards - should always give way to pedestrians, particularly children and elderly. These scooters are a menace on the NW path particularly. I have noticed the dramatic drop in pedestrian activity on the NW path adj to SH16 during rush hour periods. I put this down to the danger high speed bikes and scooters play. I personally no longer run on shared paths during peak times as it is dangerous, and my safety is not respected by riders</i>	Waitematā
132		<i>Find a way to make it an effective rule.</i>	Ōrākei
153		<i>Disagree with this change - pedestrians, as the most vulnerable, should always have the priority. That way, the bylaw can be used in legal proceedings when a careless cyclist or scooter rider crashes into a pedestrian.</i>	Waitākere Ranges
155		<i>Please keep this rule.</i>	Albert-Eden
156		<i>This style should not be removed. Instead, it should be strengthened and enforced.</i>	Whau
157		<i>Priority should be given to residents and their needs - not an ideology. People deserve to have parking that meets their needs, and transport that meet their needs. Cycling is one very small part of the transport network and should not be given priority over other transport methods that meet people's needs</i>	Maungakiekie-Tāmaki
169		<i>I oppose this. It is sensible to have priority rules as a way of encouraging good behaviour.</i>	Ōrākei
175		<i>Can you please clarify that cyclists have priority on a cycleway?</i>	Albert-Eden
179		<i>I would like to see the prioritisation on cycle paths for non-vehicle related movement prioritised, i.e cyclists, pedestrians (walking, and running). Cars, taxis, uber, trucks, mopeds, motorbikes, e-scooters should all give way and allow safe movement through shared paths.  This becomes difficult at light control intersections (i.e federal street between Sky City and Auckland Council building where a turning light allows vehicles to enter</i>	Kaipātiki

		<i>the shared space, but without safe control on unaware pedestrians who are at risk).</i>	
	183	<i>4. Clarifying existing rules: Support with additional guidance for people on bikes. The proposal will help add clarity to existing rules, some of which affect people on bikes. For instance, bikes can use bus lanes and travel on the B signal at light, but not Bus Only lanes. It's important that all road users understand these rules and distinctions. In addition, we support increasing clarity of the existing rules and consideration for how people on bikes use busway stations, park and rides, and special events. This includes how bikes navigate busway stations, including through a road closure without a massive detour, and reach the event parking. We support additional mention of cycling to/from special events in the transport information given about the event. 5. Removal of user priorities on cycle or shared paths: Bike Auckland opposes the removal of user priorities on cycle paths and shared paths. That AT has not found these measures effective does not mean that the ability to indicate that users should stay within a specific lane or zone should be abandoned. Given the speed differential between cyclists and pedestrians and the potential for personal harm to users, Bike Auckland considers that maintaining the ability to regular access is a valuable tool that merits retention.</i>	Regional Organisation
	185	<i>Priority must be given to walkers on shared walk/cycle ways. Many elderly have mobility or vision problems and are not able to react quickly.</i>	Whau
	191	<i>Near accidents occur frequently when scooter, bicycle, skate-board, users use the footpaths which I always understood were for foot traffic. I realise that there is the need to keep these users safe too, and these two-wheeled vehicles should not be on the road, but some warning device should be mandatory to avoid pedestrians being overtaken on the footpaths by any of these vehicles and causing accidents.</i>	Blank / Don't know
All seven topics	26	<i>If rules are not used or impractical to enforce, let's get rid of them. It helps focus more clearly on the remaining rules. As to priority use, removal of particular priorities should not imply any lessening of rights of use. This may require publicity, or even careful re-wording of notices about use.</i>	Waiheke
	46	<i>There needs to be scope for review on a case by case basis. Also the punitive approach hiding behind "we don't set the infringement fee" is bs and a fit for purpose graduated schedule is needed. Unrelated: I witnessed a warden straddling an island wearing yellow hivi (not stms trained) dodging traffic to video</i>	Upper Harbour



		<i>people using new bus lanes in Westgate. Placing himself and other road users at risk. Surely cctv with anpr is a safer approach.</i>	
	100	<i>Leave it as it is. You are not to be trusted to change it. It will end up being more complex and restrictive. There should be priorities on cycle paths .</i>	Blank / Don't know
	125	<i>For 20 years you've had an anti-car policy</i>	Blank / Don't know
	167	<i>I want to believe these changes are made with best intentions to benefit the majority of the rate paying public, however most law changes always seem to result in a worse situation and condition.</i>  <i>Perhaps any changes should come with a 90 day reversion clause dependent on any received complaints after the change. Most laws are passed without objection or resistance because most ratepayers are too busy working. However after an impactfil detrimental change people will complain. It should not be a case of well they managed to sneak that one past. We all want good laws.</i>	Manurewa
Multiple topics / General feedback	2	<i>Pedestrians need to retain right of way on shared paths. Bicycles can be a menace on the paths already. just because you can't figure out how to enforce a rule doesn't seem like a good reason to remove it.</i>  <i>Parking solely for display or sale serves no useful purpose to road users.</i>	Blank / Don't know
	6	<i>We absolutely need more non-shared spaces for foot traffic, and these pedestrians need to be kept safe from scooters, which need their own spaces, to be shared with bikes. Currently it is not clear that scooters are not to be used on footpaths.</i>	Waitematā
	33	<i>This infrastructure keeps getting installed on the designated overdimension freight route through auckland, impeding travel for these vehicles. As it is the designated route for these vehicles and quite often the only route we can physically travel on it is abundantly apparent little to no thought has been given to this when this infrastructure is installed. This route is critical for the freight industry</i>	Franklin
	34	<i>With property changes, multi tennated houses, duplex housing on previously single site land parcels - off street parking has become the wild west. There should be a time limit placed on stationary vehicles occupying shared off street parking. People are permanently parking unused vehicles on the road, denying fair use</i>	Franklin

	73	<i>Only fines on parked cars for no warrant of fitness, not no registration. It is the fitness of the vehicle which causes the danger not its registration status.</i>	Henderson-Massey
	79	<i>Fulton Hogan left a road roller outside an address in Blakeborough Drive, Forrest Hill for about four weeks recently. It should be an offense to have roadworking vehicles on residential streets undress they are being used and then only for the time that they are being used.</i>	Devonport-Takapuna
	83	<i>I'm sick of T2 , T3 . And all the lanes that are supposed to make things easier on the road. All it does is slow traffic down. Bike lanes are not being used in many areas and just make driving more dangerous.</i>	Blank / Don't know
	87	<i>Recent speed limit reductions were ridiculous on Whangaparaoa Peninsula. They need to be restored to what they originally were. Broken down vehicles, vehicles for sale and machinery or goods left on roads should not be allowed. Roads are for getting from A to B. Many of the cycleways in Auckland have been created as a result of ideology and have been a complete waste of ratepayers money. Auckland is a hilly city and the majority of citizens need to get around by vehicle. Older people and young families doing there shopping can't do that on a bike or even by bus. AT needs to get off their high horse and produce a roading network that enables Aucklanders to get around easily and quickly. Get rid of the road cones will you please.</i>	Hibiscus and Bays
	91	<i>Establishing shared Zones. Heavy Trucks need to have their allocates space for parking in an industrial area, the company premises or dedicated parking zones that are not in residential areas. Heavy parking bylaws need more clarity. Airfield Road, Takanini, Residential area. In recent years has become a common parking zone for heavy trucks. Besides creating a problem for residents regards limiting their parking. Early morning noise issues as truck starting up. Long term parking. Trucks sitting on the side of roads for months only being moved to charge the batteries. Some instances blocking or limiting home owners visibility and driveway access...Creating issues regards children and families crossing road to go and return from the local school.  <i>Residents parking on pavements due inability to access street parking due trucks... blocking the pavement. Children then traveling along the side. of the road</i></i>	Papakura

		<i>to get to and come from school. Creates difficulty for those disabled who use mobility scooters.</i>	
95		<i>I think this is more of an "in house" matter as I would not know what is/is not in bylaws.</i>  <i>I just hope it results in sensible rules that are easy to understand for everyone,.</i>	Maungakiekie-Tāmaki
96		<i>For future, look at lane enabling residents' w/ disability to use small, powered vehicles in cycleways and footpaths. Similar to those found in west Europe.</i>	Devonport-Takapuna
109		<i>Shared paths are incredibly unsafe for vulnerable members of the community - especially children elderly and disabled people. It is difficult to try and quantify the full extent of the feelings of risk / vulnerability etc, as people will avoid using these paths. I dont think that a rule should be removed because it isn't effective. It makes more sense to consider what are the problems ... starting with the most vulnerable .. and what needs to be done.</i>	Waitematā
147		<i>Council must actively control cycles both electronic and foot pushed so as to stop cyclists running over pedestrians and cycling dangerously in front of cars. At the moment especially pedestrians are completely at the mercy and vulnerable to being mowed down by aggressive cyclists.</i>	Blank / Don't know
150		<i>I don't agree with the 30 km speed limit and believe it should only be enforced during the school drop off and pick up times for safety if school children.</i>  <i>I don't agree with the amount of money spent on cycle ways for the limited number of people who use it. It also creates issues with parking. The council wants people out of cars but it is not happening due to lack of convenience. Young families do not want to cycle to school!</i>	Ōrākei
160		<i>What if a car is broken down on a road and the AA is called out to repair. Or a police car has a flat tire and the tire is being replaced.</i>	Whau
188		<i>Shared zones, restrict use of 'Lime' type electric scooters to designated cycle lanes where applicable and to walking pace only in all other areas. Pedestrians to have right of way over such scooters</i> <i>No parking on grass berms - damage to be remedied at cost to perpetrators. Berms are often cared for, maintained by adjacent residents/council. Visual access and egress to and from properties often occluded by vehicles parked on grass berms.</i> <i>Mobility parking - permits from Sommerville and CCS to be acceptable and</i>	Puketāpapa

		<p><i>display of such to be enforced in / on vehicles.</i></p> <p><i>No U-turns to be re-instated to areas previously designated, e.g., Sandringham Road Village, and also no right turns into Calgary St and Kitchener Road. Same ruling to apply in similarly designed areas within Auckland.</i></p> <p><i>No engine-braking to be enforced with residential areas.</i></p> <p><i>Special vehicle lanes - longer cross-over for vehicles turning into side streets, e.g. Great North Road into Veronica St, New Lynn</i></p>	
	193	<p><i>I am really annoyed that trucks and truck add ons are parked on public roads. I have seen people repairing them too on the road I cannot park near my work place now as a trucking company...or trucks are parked day after day not moved ie they take our roads cul d sacs as their yard. This needs to stop immediately.ban them from parking trucks.... as their truck yard on our streets please.</i></p>	Blank / Don't know

## Supporting Proposal 3

Clarify and improve other rules in the [AC and AT Signs Bylaw 2022](#), [AT Activities in the Road Corridor Bylaw 2022](#), and [AC Public Safety and Nuisance Bylaw 2013](#) that relate to certain activities involving vehicles.

Specific proposed changes are as follows:

### AT Activities in the Road Corridor Bylaw 2022

- Hold individuals and businesses responsible for repairing any damage they cause to public roads or footpaths during building work on private property.
- Add the rule about repairing or modifying vehicles on a road or public place from the traffic-related bylaws.

### AC and AT Signs Bylaw 2013

- Clarify when people and businesses can display signs advertising a service or sale on a parked vehicle.

### AC Public Safety and Nuisance Bylaw 2013

- Remove the clause about driving and parking on parks and beaches as it will be moved into the new joint bylaw.
- Clarify the rules about abandoned and broken-down vehicles, machinery or goods and repairing or modifying vehicles on a road or public place.

**164 submitters said they have no concerns on supporting proposal three. 16 submitters who said they have no concerns also provided comments, see below:**

Bylaw	Submitter #	Comment	Local Board
AT Activities in the Road Corridor Bylaw 2022	42	<i>Businesses who restrict access during construction should be charged a daily fee</i>	Albert-Eden
	73	<i>Important that roadways are not used for other purposes. Damage to the roads and footpaths when building is being undertaken is important and needs to be paid for by the builders. Also, housed removal companies have a bad habit of damaging road signs and curing branches off trees and never stopping to find out whose property is damaged.</i>	Devonport-Takapuna
	91	<i>I think it is completely reasonable for individuals and businesses to be responsible for the repair of footpaths or roads caused through their building activity. I wonder through how the quality of such repairs will be monitored? Should we be looking at financial liability for the repair as opposed to an individual doing it themselves or substandard contractors doing the job?</i>	Henderson-Massey

	95	<i>If we are going to restrict activities then the resources have to be available to enforce compliance or enforce consequences.</i>	Albert-Eden
	133	<i>support the management of vehicles and parking on parks and beaches to retain the amenity , visual values and recreation of these spaces</i>	Whau
	170	<i>They sound sensible, particularly making those who cause damage pay to restore. This should be applied to those who damage berms as well.</i>	Ōrākei
	181	<i>Businesses should also be responsible for damage because of parking on berms - car yards etc.</i>	Whau
Multiple topics / General feedback	17	<i>If the berm is also considered a public place, include not parking any type of vehicle on berms as they can block visibility, e.g. caravan parked permanently on Highland Ave, Titirangi. Also vegetation to be controlled to allow clear view and not overhanging the road.</i>	Waitākere Ranges
	26	<i>The rationale for these changes is admirable. Again, the speed of enforcement will be important. If budgets to do so are inadequate, the rules themselves may prove unconsummated.</i>	Waiheke
	99	<i>Strongly support</i>	Maungakiekie-Tāmaki
	111	<i>More law-enforcement. Too much speeding in small roads, especially late at night. Maybe a good idea to add humps near parking areas at beaches where boy racers gather and make it harder to spin doughnuts on the roads.</i>	Hibiscus and Bays
	119	<i>These sound great</i>	Devonport-Takapuna
	121	<i>I support as we need to hold people responsible for what they do and protect ratepayers</i>	Devonport-Takapuna
	133	<i>support the management of vehicles and parking on parks and beaches to retain the amenity , visual values and recreation of these spaces</i>	Whau
	163	<i>Support these changes.</i>	Kaipātiki
	164	<i>The number one AT related problem in Auckland is berm parking. Whatever changes required in order to fine this offence is a positive move.</i>	Papakura
	173	<i>These appear to be sensible changes and hopefully for the better</i>	Maungakiekie-Tāmaki

32 submitters said they have concerns on supporting proposal three. 26 submitters who said they have concerns also provided comments, see below:

Bylaw	Submitter #	Comment	Local Board
AT Activities in the Road Corridor Bylaw 2022	10	<i>There needs to be a clear burden of proof that construction caused the damage and nit the substandard practices of the reading companies.</i>	Ōrākei
	13	<i>Clarifying the rules around abandoned/broken down vehicle is badly needed as well as addressing the issue of people repairing and modifying vehicles on public areas.</i>	Whau
	32	<i>The definition of 'repairing on a road' need carefull consideration. PRivate individual broken down, renters with no driveway versus someone running a business and fixing crs on the street.</i>	Franklin
	34	<i>this proposal will also be very fuzzy Add the rule about repairing or modifying vehicles on a road or public place from the traffic-related bylaws.  take the example where I need to replace the battery in my vehicle, this proposal could be interpreted to the point where I have to get the vehicle towed for repair or I could be fined for having a vehicle repaired by a mobile mechanic outside my residence where the vehicle is normally parked.</i>	Maungakiekie-Tāmaki
	35	<i>New developments do not require car parks (allowed by AC) manufactured a problem and trying to capitalise on it). Owners should be able to do minor works to get their private vehicle running (to a garage) while being responsible for any damage or pollution they cause. Businesses (like AA or private mobile garages) must also be exempt, stationary businesses working on vehicles parked on private roads (outside their premises) should be targeted under newly proposed laws.</i>	Upper Harbour
	67	<i>Make sure to inform businesses to take photos of public areas before doing repairs. Emergency repairs ought to be an exception. Only display sale sign if in fact, are selling. Fine for showing sign and not selling. Owners of broken-down vehicles/machines ought to be fined if their machine has no warrant of fitness.</i>	Henderson-Massey
	79	<i>Families with 4 drivers and five to six cars! None of the cars are garaged or parked on their property. The streets are full of cars, especially The Boulevard in</i>	Howick

		<i>Sunnyhills. There are 4 speed bumps in close proximity and if and when an emergency vehicle needs to reach any of the houses or schools in this area they will have to come to a halt, as the bumps are especially high and close together!</i>	
	112	<i>Good to know that individuals or businesses can be held liable to repair public property (footpaths, berms, kerbs etc) due to deliberate damage.</i>	Papakura
	157	<i>Damage to roads normally comes from heavy goods vehicles. If roads were built using top wuslity materials then we shouldn't see damage. I think it's more an issue to make road building is of a quality that can maintain vehicle use</i>	Maungakiekie-Tāmaki
	167	<i>AT Activities in the Road Corridor Bylaw 2022 Hold individuals and businesses responsible for repairing any damage they cause to public roads or footpaths during building work on private property.  Please include every public infrastructure (cycling as well).</i>	Puketāpapa
	184	<i>Any rule about repair or maintenance of a vehicle on a public roadway will need to be very clearly defined to ensure its targeted at the offenders we want to move on. I wouldn't want to see someone changing a flat tyre get a ticket, or the kids washing mums car in a quiet cul-de-sac. both technically maintenance or repair activities.  Can we please change the real estate bylaw, they seem to put up billboards on corners well away from the houses they are selling and affect sight lines, then they park in the stupidest places so they can attach their silly flags to their cars right outside of the house they are selling.</i>	Ōrākei
	196	<i>Support hold individuals and businesses responsible</i>	Waitematā
AC and AT Signs Bylaw 2022	46	<i>Obstacles such as advertising and regulatory signs, seating, rubbish bins, utility poles, post boxes and bus shelters should be kept clear of the Continuous Accessible Path of Travel (CAPT) at all times. Advertising signs on the footpath should be avoided if possible. Where advertising is permitted, signs should be located away from the CAPT, i.e., on the kerb edge, and always placed consistently in the same location.</i>	Blank / Don't know
	100	<i>Parking cars in a public space for sale should not be allowed. There are a number of car companies in New Lynn that park their cars on berms to promote their business. This should not be allowed because it makes the environment less safe for users of footpaths and lets people assume they can drive all over a footpath to put a car where ever they want.</i>	Whau



	147	<i>Do not clutter signs with Maori names. Locals find the smaller signs with two or three more long words on harder to read and tourists/older folk do not understand them.</i>	Blank / Don't know
AC Public Safety and Nuisance Bylaw 2013	16	<i>In the absence of enforcement, total ban required ( as with dogs) on nuisance recreational vehicles on beaches during DST. They dominate the environment, it is no longer a shared space for enjoyment of all. Anti social behaviour, anti social and reckless use completely dominates Kariotahi beach. There is no enforcement and it is an exponentially growing problem. Kariotahi, for the majority of the COMMUNITY is a no go zone now. And this must be changed.</i>	Franklin
	20	<i>Please remove cars from beaches and grass reserves. Look at grass on big manly beach to see how it has been eroded to mud. What are we leaving for the next generation what will be left for our children?</i>	Rodney
	83	<i>Parking on parks should not be permitted. Parks have been set aside for residents to enjoy in their leisure time.... children to kick a ball about, to run around... parking should not be permitted in parks or any area set aside for residential use.</i>	Papakura
Multiple topics / General feedback	12	<i>Unnecessary if common sense would be more effective</i>	Howick
	72	<i>As long as utility providers and councils are also held to the same standards</i>	Manurewa
	76	<i>Too many rules. You have signs, speedbumps, so many orange cones it's ridiculous. Simplify everything. Too much money being spent on achieving nothing.</i>	Blank / Don't know
	84	<i>I would like to see that berms/verges are kept neat and tidy (mowed) fencing kept - not left to rot - upright, while a developer is waiting for council approval/consents. Also clear roadmarkings - especially yellow broken lines - not covered by leaves in the gutter to avoid wild parking and dumping</i>	Maungakiekie-Tāmaki
	98	<i>Leave it alone its not causing any problems. Of course you want to restrict people and make them pay... one could say that in advance without even reading the changes.</i>	Blank / Don't know
	155	<i>Please provide details for rules for planting on berm. The current rules or changes are very vague and unclear.</i>	Albert-Eden
	169	<i>I want to believe these changes are made with best intentions to benefit the majority of the rate paying public, however most law changes always seem to result in a worse situation and condition.</i>	Manurewa

		<i>Perhaps any changes should come with a 90 day reversion clause dependent on any received complaints after the change. Most laws are passed without objection or resistance because most ratepayers are too busy working. However after an impactful detrimental change people will complain. It should not be a case of well they managed to sneak that one past. We all want good laws.</i>	
	193	<i>Agree to all</i>	Blank / Don't know

## Additional Comments on the Proposals

The submitters were asked if they have additional comments related to the proposed changes. 68 submitters provided additional comments, see below:

Submitter #	Comment	Local Board
2	<i>Make it an offence to display a lower posted limit in a work zone while nobody is working there.</i>	Blank/don't know
5	<i>Is anything being done to address footpaths and shared zones being used as loading zones and by service vehicles and taxis/ubers?</i>	Howick
10	<i>All AT and Auckland related transport policies need a mobility lense added to them.</i>	Ōrākei
13	<i>It would be great if enforcement automation of heavy vehicles on restricted roads was able to be implemented</i>	Devonport-Takapuna
18	<i>People sometimes have to park on berms for various reasons such as safety and lack of parking</i>	Albert-Eden
20	<i>Don't allow cars on beaches and reserves, you only have to see where grass has been eroded to dirt on beaches like big manly. What is our legacy going to be? What are we leaving for our children?</i>	Rodney
23	<i>There are an increased number of heavy trucks avoiding the shortest route from the Port to the Motorway. It's a common occurrence to see container trucks driving on Orakei Rd, Remuera Road to cheat their way on the Motorway. There are also other shortcuts used by these truck drivers ... There should be restrictions for them too</i>	Howick
25	<i>Consider the impact on local businesses that rely on these heavy vehicles to bring goods to and from Auckland and where they are to go if they loose parking as blocking the view Also the impact on the local motels that will lose business if heavy vehicles are limited to where they can park</i>	Blank/don't know
33	<i>I urge you to consider the impacts on the overdimensional freight route. Most of your transport engineers seem to be unaware that this route even exists. And stop imposing ridiculous speed limit restrictions that have no impact on road injuries and fatalities and are purely a revenue gathering exercise.</i>	Franklin
34	<i>They dont go far enough or address the very real and growing problem on Kariotahi beach A total ban required during DST time Reciprocal rules applied simultaneously at Muriwai and Kariotahi Enforcement of illegal behaviour A precious environment is unusable for the majority of the community.</i>	Franklin
35	<i>In principle - a good idea to have one set of rules. In practice though - these consolidations almost always erode the status quo under the guise of simplification. I don't support the change.</i>	Franklin

36	<i>I am curious on why so called traffic calming features such as speed bumps are used on arterial roads. If the purpose of a speed bump is to slow traffic where 95% of traffic is abiding by the limit, why is the 95% inconvenienced for this? Why are cameras not used? Some appalling examples of speed bump use is the entry and exit of Glen Eden on west coast road.</i>	Waitākere Ranges
38	<i>Predrestian crossing designs should be made generic and affordable. You also need to update your rule book on where you position them. In my local town (Pukekohe), you've just spent \$\$\$\$\$ on sticking crossings on all four sides of our roundabouts. This is dangerous and causes congestion. It's absolutely crazy how this got approved.</i>	Franklin
41	<i>Raise the speed limit in the 80 Km zones in the rural areas in South Auckland to 90 km is a tradesman doing 80 ks an hour is taxing and grueling and most of the time the traffic is doing 20k's under the speed limit</i>	Regional organisation
45	<i>Please change the residential road speed limits to 60km/h, and around schools only during school times to 30km/h. Thanks.</i>	Franklin
46	<i>As former law enforcement with national certificates in regulatory knowledge &amp; regulatory application, regulatory panel work, committee chair and pilot program oversight, I would like to volunteer to assist AC in developing their new approach.</i>	Upper Harbour
49	<i>I strongly propose driving on all beaches to be banned other than when launching a boat at a ramp.</i>	Māngere-Otāhuhu
52	<i>This is a great initiative !</i>	Maungakiekie-Tāmaki
58	<i>On page 13 of the document Disabled persons parking There is only CCS Disability Action mentioned and a link to their website No mention of Sommerville Disability Support Services We are both legitimate disability parking permit providers nationwide. I have tried to contact Auckland District Council and Auckland Transport with no success. The link is: <a href="https://acrobat.adobe.com/id/urn:aaid:sc:AP:b67ef666-7b3f-499f-a3ed-7e1ff19132e6">https://acrobat.adobe.com/id/urn:aaid:sc:AP:b67ef666-7b3f-499f-a3ed-7e1ff19132e6</a></i>	Blank/don't know
72	<i>Blind Low Vision NZ would like to see stronger controls and enforcement of vehicles and objects such as e-scooters obstructing the footpath. we do not support the use of e-scooters on the footpath. We would like to see e-scooters moved off the footpath and on to the road or cycle paths. We support the use of physical separation between footpaths and cycle paths.</i>	Blank/don't know
73	<i>1. \$10 all day (24hr pass) public transport pass (combined access to bus, train and ferry). 2. Free wifi on all public transport and at all public stations. 3. Everyday heavy vehicle ban (except busses and emergency vehicles) on all roads between 700am - 9am and 2pm and 4pm.</i>	Henderson-Massey

	<p>4. More art on and at public transport.</p> <p>5. Manukau harbour bridge.</p> <p>6. Combine public transport with courier/parcel logistics.</p> <p>7. Use modern America's cup boats as ferries for public transport.</p> <p>8. Sout Eastern motorway (botany downs to mangatāwhiri).</p> <p>9. Kaipara Harbor bridge.</p> <p>10. Fine for going slow in the motorway fast lane.</p> <p>11. Only need to register a vehicle when it is transferred to a persons name. A person can only have 3 vehicles registered in their name at any one time (excludes company).</p>	
76	Get rid of the concrete bike lane barriers they are dangerous	Manurewa
83	Get rid of Auckland Transport as a separate entity. It wastes ratepayersâ€™™ money.	Blank/don't know
84	Would someone be able to grind down the multiple speed bumps that are placed quite close together on The Boulevard in Sunnyhills? These â€œbumpsâ€ are a danger to emergency vehicles.	Howick
88	Heavy Vehicles should not be allowed to park on public roads, and conduct business from the roadside. Some exception could be made for carriers who are based in a different city, and are parking on the road as they do not have a depot in that local city or for other such reasons but not a permanent place of business. Repairs & maintenance should be taken to a proper facility to be undertaken in accordance with OSH & Environmental laws.	Manurewa
91	Parking is a critical area of concern to those in the Takanini community. In recent years there has been extensive building going on which has included units... multi dwellings...street parking is becoming a concern. Heavy vehicles need to be directed away from residential areas for the reasons I have given in earlier feed back as invited.	Papakura
92	I am a public transport aficionado and also ride a bike as my two kids learn the freedom of two pedals and two wheels. Make non car modes our priority and improve our health, wealth and happiness!	Waitematā
100	I've said it all but you won't listen because you never do.	Blank/don't know
102	Please solve the issue of widespread parking on berms with no consequences.	Albert-Eden
106	As a lawnmowing contractor, AT is doing everybody a disservice by not adequately applying a blanket 'no parking on grass berms ticketing regime' EVERY INSTANCE OF PARKING ON A GRASS BERM DAMAGES IT - we should know, we mow them every fortnight!	Franklin
109	Parking on berms is appalling - and should be stopped. Parking vehicles with 2 wheels up on the "footpath" is appalling and should be stopped. The space left between the parked vehicle and the property fence line are often way too small for a pushchair or wheel chair to use. The result is vulnerable pedestrians end up walking in the roadway.	Waitematā

	<i>Please AT do give some serious consideration to these issues. We have numerous AT signs in our neighbourhood - as part of a residential parking zone. The AT vehicles monitor regularly. They can collect images of vehicles parked with 2 wheels on the footpath, so that they block pedestrian routes. Why cant AT issue fines to the drivers / car owners for doing that?</i>	
111	<i>I strongly support attempts to address illegal and destructive parking, including on footpaths, berms, public driveways, and other areas. Berms in particular get ripped up and destroyed by people parking on them.</i>	Maungakiekie-Tāmaki
113	<i>I am supportive of measures to make it easier to enforce rules around not parking on berms, beaches, parks and footpaths. Many of these places appear to have become a bit of a free-for-all in the past few years and it would be great if this behaviour could be brought under control before it turns into anarchy!</i>	Albert-Eden
117	<i>Can I have more safe bikeways/pedestrian areas?</i>	Whau
119	<i>A change please to bylaws to do sensible planting on berms to green our cities.</i>	Hibiscus and Bays
120	<i>I dont think AT is working on its best efficient so making change is good sign to improve things.</i>	Howick
121	<i>I would urge Council and AT to take strong enforcement action on berm and footpath parking. A few public announcements warning of this would probably help in advance of enforcement, but it is a problem that has gotten progressively worse over the last 5-10 years. People now feel entitled to park where they want, often blocking berms and footpaths. Walking with children becomes even more hazardous than it used to be due to the obstructions and visual blind spots vehicles cause when parked.</i>	Papakura
123	<i>Looks good.</i>	Waitākere Ranges
124	<i>Please start enforcing these rules. In particular in the city centre the enforcement is abysmal, and I imagine it's one of the best enforced areas. Our shared spaces and pavements are constantly abused by drivers who don't care and do not fear any form of enforcement. It should not be cheaper to risk parking on our shared spaces than paying for parking because you know it won't be enforced. By not enforcing the rules you are encouraging the abandonment of social contracts. Parking on berms should also be enforced and should not require signage. Please stop cluttering our spaces with ugly and poorly thought out signage. If there's clear blanket rules in place it shouldn't be required. On that note please have sane and clear rules for planting our berms and using these spaces productively. As they are now the responsibility of home owners to maintain we should be able to improve the spaces, within a clear set of rules. We can make our streets safer, more beautiful, and better resilient to bad weather with some small changes.</i>	Waitematā

125	<i>You've successfully killed queen st, onehunga mall was your training ground and you ignored history and we are now paying the price of your incompetence</i>	Blank/don't know
126	<i>With many trees being cut down in the city to develop apartments, our trees on the berms become even more valuable and need to be treasured. Please stop cars parking on the tree roots such as in this photo in Wellington Street, central city Auckland</i>	Waitematā
128	<i>Berms play an important role in our urban fabric and they should be protected from drivers parking their vehicles and damaging berms in the process. It is also about protecting the safety of those outside vehicles.</i>	Ōrākei
129	<i>It is common sense that the berms are not for parking on, it should be a fineable offence without the need for signs. Prior to the amalgamation into a super city, the Auckland councils were able to fine people parked on berms, and did so, get back to that, people parking on the berms are degrading a public space.</i>	Maungakiekie-Tāmaki
130	<i>I would love to be able to plant native plants on my berm. These would provide shade for walkers and shield them (and my house) from out-of-control vehicles that often speed past. Also planting will help mitigate road noise and filter air pollution. Berms provide great value for placemaking, play, walking, chatting with neighbours. Also I resent having to pay extra in rates to fix the pipes and other infrastructure that gets damaged by vehicles driving and parking on berms. Planting would discourage berm parking. Please take all necessary steps to discourage berm parking (have a law change as necessary). Please do not wait for political or community feedback before taking enforcement action. Please manage parking proactively as part of delivering a safe, effective and efficient transport system. There's no point in having a law in place if it's never enforced and drivers are allowed to get away with their anti-social behaviour.</i>	Albert-Eden
132	<i>Agree with the new combined bylaw.</i>	Ōrākei
135	<i>Parking on the berms is out of control. Hopefully these changes will also help to reduce footpath parking.</i>	Albert-Eden
136	<i>Making it illegal to park on berm needs to happen. The water pipe has broken due to the Tradies using it when the next door house renovation was being done. Now the foot path under that area is subsiding. It's costing us Aucklanders money we don't have right now.</i>	Albert-Eden
138	<i>Please allow motorcycles to use bike lanes giving way when cyclists are on the lane, so many unused bike lanes in the south that motorcycles could use tha rarely have cyclists</i>	Howick
146	<i>They seem like a good improvement for the city</i>	Ōrākei
147	<i>AT needs to strongly : - listen to what Akl people want regarding car parking.</i>	Blank/don't know

	<i>- resist the advances of the wealthy elite cycling lobby who arrogantly believe that they can rule over working people.</i>	
151	<i>Just get on with it - do everything you can to prevent people from parking on berms. I don't see why there even has to be signs to encourage enforcement, why not just make it a blanket rule that you can't park on the berm otherwise you will be fined? We need parking to be managed proactively to deliver a safe, effective, and sustainable transport system.</i>	Kaipātiki
155	<i>Please provide detail for rule changes around vegetation and planting on berm.</i>	Albert-Eden
157	<i>Do not punish residents for parking in Berms. When off street parking is removed for cycle lanes and bus lanes, and buildings are approved to be built with no off street parking, then you leave no choice. If you begin fining people for this, you will actually be targeting those that are struggling the most financially. Glen Innes is just one example</i>	Maungakiekie-Tāmaki
162	<i>As someone who has had flooding because of damage to stormwater drains from people parking on the berm I wholeheartedly support this. The cost of these repairs to the council is large and would be unnecessary if this rule was fined and enforced and possibly even bring revenue to maintain them better</i>	Blank/don't know
163	<i>I support these changes in general, but consider that it is important for the public to be clearly informed of the changes made and the expectations for changes to their behaviour as well as the powers and extent of enforcement.</i>	Kaipātiki
164	<i>The number one AT related problem in Auckland is berm parking. Whatever changes required in order to fine this offence is a positive move.</i>	Papakura
166	<i>I support any changes that restore residential areas for residents and impose restrictions banning parking on berms &amp; footpaths</i>	Howick
167	<i>I want to believe these changes are made with best intentions to benefit the majority of the rate paying public, however most law changes always seem to result in a worse situation and condition.  Perhaps any changes should come with a 90 day reversion clause dependent on any received complaints after the change. Most laws are passed without objection or resistance because most ratepayers are too busy working. However after an impactful detrimental change people will complain. It should not be a case of well they managed to sneak that one past. We all want good laws.</i>	Manurewa
169	<i>People should be allowed to plant flowers, vegetables and fruit trees on berms. The idea that this is risky when so many cars and vans park in ways that restrict views is not a valid reason. And the benefits, including to depleted insects and birds, would be significant.</i>	Ōrākei
172	<i>Get rid of parking fines they have a negative effect on shopping areas</i>	Devonport-Takapuna



173	<p><i>Support the management of 'off road parking' - whereby the berms (and footpaths) cannot be parked on. for the following reasons.</i></p> <ul style="list-style-type: none"> <li><i>- retain visual amenity values of our streets and neighbourhoods by protecting green spaces (trees, lawn, and guerilla gardening)</i></li> <li><i>- reduce damages to footpaths, berms specifically during winter/wetter months</i></li> <li><i>- allow footpaths and berms to be used for primary use - including ensuring universal use by those of all ages and abilities.</i></li> <li><i>- create safer streets (e.g. help reduce accidents and injury from maneuvering around / between 'creative parking')</i></li> </ul> <p><i>i support changes to bylaws to be able to ensure enforcement can be undertaken in a timely manner. recommend notifying and clear communication with the public - e.g., letterbox drops to let people know that parking on berms etc can be enforced from xx date.</i></p>	Whau
176	<p><i>It can be difficult to access areas where you have to turn across a bus lane to enter and exit. e.g. entering Grey Lynne Library from Gt North Rd from the city. The road code clearly states one should keep left and only turn in from the left hand lane, yet Bus Drivers seem to think you are breaking the law using the bus lane to do so and actively try to prevent you from doing so.</i></p>	Albert-Eden
177	<p><i>Hi,</i></p> <p><i>Thank you for the opportunity to submit on Auckland Transport and Auckland Council's proposed Vehicle Use and Parking Bylaw 2025.</i></p> <p><i>We understand the Bylaw's purpose is to consolidate Auckland's three existing traffic-related Bylaws into a single document, making it easier for everyone to access the rules about vehicle use and parking in Auckland. In doing this, some changes are proposed to make the rules easier to understand. We note that the consultation material states that the proposed changes in the Bylaw will not change the way people are currently allowed to drive, park and move around Auckland.</i></p> <p><i>We have taken a look over the material provided, and with the above points in mind, we do not have any comments to make.</i></p> <p><i>Thanks again</i></p>	Regional organisation
178	<p><i>NZDF requests an exemption for NZDF activities, including TMTA, as below:</i></p> <p><i>Subclause (1) does not apply-</i></p> <p><i>24(2)(d): if the person is authorised to perform a statutory function, duty or power associated with enforcement, public health and safety or coastal conservation and management, or defence activities including Temporary Military Training Activities (for example the New Zealand Police, Auckland Transport, Auckland Council, Department of Conservation, or Ministry for Primary Industries, or the New Zealand Defence Force), and that person is required to use or park the vehicle on the beach to perform the function, duty or power.</i></p>	Regional organisation

	<p><i>NZDF would also be happy for this exemption to be included elsewhere in an appropriate part of Part 5 or the Bylaw.</i></p> <p><i>The draft Bylaw already allows the depositing or retrieval of boats in the water (subject to conditions); this is supported.</i></p> <p><i>Thank you for the opportunity to provide feedback. Please contact Catherine Absil-Couzins if the Council wishes to discuss this feedback further.</i></p>	
179	<p><i>Pedestrian and vehicle safety is paramount, parking on berms in particular causes a massive safety issue and blind spots for both small children and vehicle users. In particular where our new developments are popping up around Tāmaki Makaurau where there is a lot of density, and tight driveways/limited parking. A lot of vehicle movements at various times of the day where pedestrian routes are heavy causes massive safety implications. There is a need to provide adequate on street parking, to avoid such issues where vehicles are parking on berms. This comes down to road corridor design within AT engineering standards. There is a need to green our streets to reduce the urban heat island effect, which to some degree starts with retention of our large tree canopies but also allowing new trees and plants to grow in our berms and protect these. A prioritisation of the design of our road corridors needs to shift to create space for meaningful plantings including tree cover (to also assist with AT's goal regarding canopy coverage across the network), provide on street carparking opportunities, wide footpaths in high density areas, and prioritise public safety.</i></p>	Kaipātiki
185	<p><i>Enforcement must be improved on beach driving. I have witnessed vehicles driving on Martin's Bay last summer, not to launch boats but just to go further along the beach. Driving past children playing. Totally unacceptable.</i></p> <p><i>Parking on streets - it is difficult to get AT to take action on abandoned vehicles parked on streets. If the vehicle doesn't have a warrant or registration it should be removed immediately.</i></p>	Whau
191	<p><i>Vehicles parking too close to driveways cause a big problem on Swanson Road, Henderson. I feel that the regulation around the proximity to a driveway allowed for parking is not clear. When being obliged to turn into my driveway amidst a stream of fast-moving traffic I have to brake and manoeuvre around a car which is parked too close to the driveway, which risks following vehicles running into the back of my car. There is no signage on the road against parking in this small space, but longer cars overshoot the driveway.</i></p>	Blank/don't know
192	<p><i>Parking on berms and footpaths is becoming more of a problem as housing density increases in suburbs and people prioritise vehicles over all legitimate users of these public spaces. My experience of politely informing drivers that their vehicle is illegally blocking the footpath is that most are unaware that it is illegal, some tell me it is their driveway and they can park there, only one person apologised and all others have become abusive. I was reliant on a mobility scooter for 4 weeks which included having to exercise 2 small dogs and have a great understanding of the huge impact this selfish behaviour has on</i></p>	Blank/don't know

	<p><i>less abled people. This behaviour will only get worse unless drivers start getting fined and educated. Something also needs to be done about the number of cyclists who use the footpath and expect pedestrians to move aside to allow them to get past as they are going faster. They all think that they are legally allowed to ride on the footpath. Pedestrians are facing more and more dangers as other vehicles encroach on these spaces. I think that a lot of this comes down to lack of education as well as lack of enforcement.</i></p>	
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# **Attachment E**

## Attachment E: Operational and non-bylaw-related feedback

This attachment contains a summary of operational and non-bylaw-related public feedback, mana whenua and local board views received in relation to the proposal to make a new AT and AC Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw 2025, and the supporting proposals. This attachment should be read alongside bylaw-related feedback (refer to Attachment A).

The operational and non-bylaw-related matters will be shared with the Bylaw Panel at its deliberations on 2 May 2025 and with relevant AT and AC staff, as they:

- are regulated by central government (not a bylaw)
- relate to bylaw implementation and operational processes (including controls)
- relate to resourcing and enforcement
- relate to non-regulatory measures (other policies, protocols and plans).

### Central Government legislation

All comments below are directed towards AT and AC staff to advocate for central government changes to existing legislation such as the Land Transport Act 1998, Local Government (Auckland Council) Act 2009, Land Transport (Offences and Penalties) Regulations 1999, Land Transport Rule Traffic Control Devices 2004, Land Transport (Road User) Rule 2004, Land Transport Rule: Setting of Speed Limits 2024, and the National Policy Statement on Urban Development.

#### Comments included common themes related to:

- strong opposition to parking on berms, citing damage to grass, tree roots, and visibility issues for pedestrians and cyclists. Many suggested making berm parking illegal without the need for signage
- concerns from residents about narrow streets, obstructive parking by heavy trucks and insufficient off-street parking in new developments (hinder emergency vehicle access)
- calls for AT and AC to act as a single entity to reduce administrative costs and improve traffic management
- the need for clear regulations on the use of footpaths by scooters and the importance of creating separate spaces for pedestrians, cyclists and scooters to ensure safety
- varied opinions on speed limits, with some supporting local control over speed limits and others criticising recent reductions as excessive
- stricter enforcement of parking regulations, including fines
- the need for clear communication of new regulations and consistent enforcement to ensure public compliance
- the need for another organisation (not AT) to control roads in Auckland (or the council) and AT be disestablished
- potential creation of visual clutter on roadsides from the requirement for no-berm parking signs to enable enforcement. Further work needs to be done to find an alternative (Waitākere Ranges Local Board)
- the need to advocate to NZTA to make the use of cycle paths by scooter users legal (Waitematā Local Board)
- the impact of this review has been lessened by limitations and gaps between local and central government relating to enforcement, such as towage fees determined by central government or the outcome of red-light camera infringements (Whau Local Board).

## Bylaw implementation and process (including controls)

### Comments included recommendations to:

Comment	Who it is directed at
reduce vehicle presence on beaches and reserves to protect environment, have a 'no idling' policy and ban vehicles from driving on beaches	<ul style="list-style-type: none"> <li>AC</li> </ul>
provide parking for heavy vehicles, particularly for companies traveling to Auckland, and the potential cost implications for businesses.	<ul style="list-style-type: none"> <li>AT Parking Design</li> </ul>
effectively communicate rules and regulations to ensure that tourists are not discouraged, as New Zealand is a major tourist destination	<ul style="list-style-type: none"> <li>AT and AC Comms</li> <li>AT Media</li> </ul>
provide dedicated resources that ensure that mobility parking locations are locally chosen and accessible	<ul style="list-style-type: none"> <li>AT Adjudication and Parking Facilities</li> <li>AT Traffic Engineering</li> </ul>
restrict heavy traffic in residential areas to improve safety and prevent damage, with specific references to areas like Franklin and Orakei Road	<ul style="list-style-type: none"> <li>AT Transport Compliance</li> </ul>
ensure the safety of pedestrians and cyclists, particularly with heavy vehicles and poor parking practices obstruct visibility and pathways	<ul style="list-style-type: none"> <li>AT Active Modes</li> <li>AT Traffic Engineering</li> </ul>
provide for better pedestrian crossing designs, the removal of concrete bike lane barriers, and to reconsider speed bump placements	<ul style="list-style-type: none"> <li>AT Design and Standards</li> <li>AT Traffic Engineering</li> </ul>
prohibit the enablement of motorhome, boat parking or tractor parking on the road corridor, or of cars parking across footpaths obstructing access for pedestrians (Devonport-Takapuna Local Board)	<ul style="list-style-type: none"> <li>AT Transport Compliance</li> </ul>
provide new signage that reflects the Bylaw at Waiheke Beach location (Waiheke Local Board)	<ul style="list-style-type: none"> <li>AT Parking Design</li> <li>AT Traffic Engineering</li> </ul>
consider issues in rural parts of the Waitākere Ranges where off-road parking on road reserves or road edges creates a hazard (Waitākere Ranges Local Board)	<ul style="list-style-type: none"> <li>AT Traffic Engineering</li> </ul>
advise what roads are hot spots for vehicles parking on the berm so the local board can advise residents before enforcement action takes place (Puketāpapa Local Board)	<ul style="list-style-type: none"> <li>AT Transport Compliance</li> <li>AT Parking Design</li> </ul>
request that AT advise residents before enforcement action takes place	<ul style="list-style-type: none"> <li>AT Comms</li> <li>AT Transport Compliance</li> </ul>
request that the board is notified and asked for input before installing signs banning parking, as the board has the local knowledge (Albert-Eden Local Board)	<ul style="list-style-type: none"> <li>AT Transport Compliance</li> <li>AT Parking Design</li> </ul>
request for clearer enforcement mechanisms considering that intensification of housing is putting pressure on existing parking capacity, resulting in more parking off the roadway (Howick Local Board)	<ul style="list-style-type: none"> <li>AT Transport Compliance</li> <li>AT Parking Design</li> </ul>
request that care is taken with rules on narrow streets, noting that emergency vehicle and rubbish truck access might need to be retained by allowing berm parking, there needs to be enough flexibility so that the needs of emergency services are prioritised (Upper Harbour Local Board)	<ul style="list-style-type: none"> <li>AT Traffic Engineering</li> <li>AT Design and Standards</li> </ul>
enforce footpath parking (Ōrākei Local Board).	<ul style="list-style-type: none"> <li>AT Transport Compliance</li> </ul>

## More effective resourcing and enforcement

### Comments included recommendations to:

- ensure that the cost of implementing the changes is considered
- provide stricter enforcement of parking rules, particularly to prevent vehicles from blocking footpaths and damaging berms
- ensure better enforcement especially in Manukau CBD where illegal parking is common
- ensure that Auckland Transport enforces accessible parking on Auckland Council properties and to address the issue of abandoned cars in parks
- pair enforcement with public awareness campaigns to ensure compliance
- provide stronger controls and enforcement against vehicles and objects like e-scooters obstructing footpaths and supports physical separation between footpaths and cycle paths (Blind Low Vision NZ)
- consider provision of resourcing to support on-island enforcement (Aotea / Great Barrier)
- conduct and deliver an additional piece of work that enables more effective enforcement of the rules contained in a new transport bylaw (Devonport-Takapuna Local Board)
- assess the resourcing required to ensure compliance and enforcement of the Bylaw, with options; and consider that overall compliance and enforcement is under-resourced and wanted in the Waitākere Ranges area (Waitākere Ranges Local Board)
- carefully consider the realities of enforcement including in areas outside of urban hubs (Franklin Local Board)
- consider further work to make the rule about parking for sale or display easier to enforce, particularly in urban centres where the practice impacts availability of parking for the wider community as has been a problem regularly in Great North Road and Grey Lynn near to the car sales yards (Waitematā Local Board).

### Other comments related to resourcing and enforcement included:

- the importance of berms for community use and the need to prevent vehicles from parking on them to maintain their value for placemaking and safety
- uncertainty about who will police the Bylaws if multiple organisations are involved, which may further complicate enforcement
- the changes will make the bylaws clearer and easier to enforce which is a positive step
- concerns about AT prioritising cycling and public transport over car movements
- the unintended consequences of strict enforcement of berm parking bans, particularly in areas with narrow streets and increased on-street parking due to the lack of carparks in intensified developments, especially in areas that are not well served by public and active transport (Albert-Eden Local Board)
- enforcement is crucial and adequate resourcing needs to be provided to ensure it can be undertaken effectively (Manurewa Local Board)
- anticipation of the prompt initiation of enforcement and provision of support to Auckland Transport in the implementation of these measures (Puketāpapa Local Board).

## Non-regulatory measures (other policies, protocols, plans)

### General comments included recommendations to:

- focus on road completion deadlines, public transport issues and costs before implementation of new rules
- provide more adequate response to problems reported by residents to Auckland Transport in relation to parking, blocked visibility and unutilised driveways
- address claims of inefficiency, favoritism, overly complex regulations and significant criticism of AT's management and policies

- provide for more detailed information on rule changes, particularly with respect to parking, vegetation, and planting on berms
- address current shortcomings related to roading and parking design in the rural context and where transport options are limited (i.e. public transport) to support responsible behaviour of communities (Franklin Local Board)
- more proactively monitor (AT and AC) existing parking demand and forecast future parking demand when considering new housing developments (Maungakiekie-Tāmaki Local Board).

## Other non-bylaw matters (multiple topics)

### General comments included recommendations to:

- allow mobility permit holders to use T2 / T3 lanes and enforce mobility parking spaces across parks, streets and commercial premises
- support heavy vehicle parking and berm restrictions, with suggestions for area-based restrictions and maximum parking time limits to address long-term truck / trailer parking in residential areas
- advocate for better protection for trees planted on berms, as cars parking on berms can damage tree roots
- prevent vehicles parking too close to driveways due to safety issues, provide clearer regulations and signage
- reduce vehicles on beaches and reserves (critical for the environment), with suggestions for a 'no idling' policy and allow motorbikes on bus lanes
- apply consistent guidelines for shared spaces and footpaths (current inconsistency makes it difficult for people with vision impairments to navigate safely)
- enforce only low-speed limits in certain areas during school times, and expressed concerns about the cost and impact of cycle ways
- make public transport improvements - a \$10 all-day pass, free Wi-Fi, heavy vehicle bans during peak hours and integrating courier / parcel logistics with public transport
- continue to provide funding for an animal management officer as a pilot on West Coast beaches to protect wildlife and improve compliance with dog control bylaws (suggestion from Waitākere Ranges Local Board who has been funding the pilot).

### Other comments related to multiple topics included:

- the scale of construction, roadworks, housing developments and alike across Auckland which impact people and vehicle movement
- Bylaw consultation process
- current speed limits, speed bumps (offer by submitter to assist with his or her regulatory experience and calls for trust in AT's changes)
- the need for education campaigns for tourists about the traffic and parking rules to avoid discouraging them from coming to Auckland
- recommendations to disestablish parking fines, deal with excessive use of road cones and improve the quality of roads.



# **Attachment F**

## Attachment F – Views of local boards

This attachment contains the views of local boards on public feedback on the proposal to make a new AT and AC Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw 2025, and the supporting proposals.

All 21 local boards provided their views by resolution and 11 local boards<sup>1</sup> requested to present their views to the Bylaw Panel. In general, local board are supportive of the proposals. Nine local boards requested specific changes to the proposals (discussed in Attachment A).

View of local board	Staff Comments
<p>AE/2025/11 - That the <b>Albert-Eden</b> Local Board:</p> <ol style="list-style-type: none"> <li>note low community feedback on traffic bylaw review with only 24 submissions from the Albert-Eden Local Board.</li> <li>support overall proposals to make improvements and efficiencies to the traffic bylaws for Auckland Council and Auckland Transport.</li> <li>request that the board is notified and asked for input before setting up signs banning parking, as the board has the local knowledge.</li> <li>note concern regarding the unintended consequences of strict enforcement of berm parking bans, particularly in areas with narrow streets and increased on-street parking due to the lack of carparks in intensified developments, especially in areas that are not well served by public and active transport.</li> <li>acknowledge the safety concerns and potential damage berm parking can cause and therefore the need to prevent it.</li> </ol>	<p>In response to:</p> <ul style="list-style-type: none"> <li>[a] refer to Attachment A, Other Matters.</li> <li>[c] refer to Attachment E, under Bylaw implementation and process (including controls)</li> <li>[d] refer to Attachment E, under More effective resourcing and enforcement</li> </ul>
<p>GBI/2025/13 - That the <b>Aotea / Great Barrier</b> Local Board:</p> <ol style="list-style-type: none"> <li>whakarite / provide the following views on the proposed Vehicle Use and Parking Bylaw 2025: <ol style="list-style-type: none"> <li>support replacing the current bylaws with a joint Auckland Transport and Auckland Council Traffic Bylaw, and adopt the required changes to provide for better efficiencies.</li> <li>tuhi ā-taipitopito / note that Aotea / Great Barrier has a lack of on-island compliance enforcement and request consideration of resource to support any enforcement of the bylaws.</li> </ol> </li> <li>tuhi ā-taipitopito / note the local board will not represent these views to the Joint Bylaw Panel</li> </ol>	<p>In response to:</p> <ul style="list-style-type: none"> <li>[ii] refer to Attachment E, under More effective resourcing and enforcement</li> </ul>
<p>DT/2025/8 - That the <b>Devonport-Takapuna</b> Local Board:</p> <ol style="list-style-type: none"> <li>toai /re-iterate Local Board resolution DT/2024/128 Joint traffic bylaw feedback report, tabled as Attachment C.</li> </ol> <p>Attachments  A. Joint traffic bylaw feedback report – August 2024  Resolution number DT/2024/128  MOVED by Chairperson T van Tonder, seconded by Member G Wood:  That the Devonport-Takapuna Local Board:</p>	<p>In response to:</p> <ul style="list-style-type: none"> <li>[v] refer to Attachment E, under Bylaw implementation and process (including controls)</li> </ul>

<sup>1</sup> Hibiscus and Bays, Howick, Kaipātiki, Māngere-Ōtāhuhu, Manurewa, Puketāpapa, Rodney, Waiheke, Waitākere Ranges, Waitemātā and Whau Local Boards.

View of local board	Staff Comments
<p>a) whakarite / provide the following feedback on the proposed changes on the review of Auckland Transport (AT) and Auckland Council (AC) traffic-related bylaws outlined in Attachment A of the agenda report.</p> <ul style="list-style-type: none"> <li>i) support establishing a single bylaw by Auckland Transport and Auckland Council to replace the existing bylaws. (Option 4 in the summary document).</li> <li>ii) support the prohibition of parking on beaches and recommend the enablement of enforcement and infringement to support this position.</li> <li>iii) support the prohibition of berm parking where there is a formed kerb and channel, or in areas that have been grassed or planted or any vegetation not intended to be a carpark.</li> <li>iv) support the proposal to amend the bylaw which will remove the requirement for a resolution to be made before a sign can be erected to enforce berm parking.</li> <li>v) do not support the enablement of motorhome, boat parking or tractor parking on the road corridor, or of cars parking across footpaths obstructing access for pedestrians.</li> <li>vi) support the prohibition of heavy and commercial vehicles being parked overnight on residential streets.</li> <li>vii) recommend that the bylaw provides for an agile approach to implementing “No Stopping At All Times” lines on roads where there is not enough room for cars to park or manoeuvre safely; noting Kerr Street and Northboro Road as examples.</li> <li>viii) recommend that an additional piece of work be delivered simultaneously that enables more effective enforcement of the rules contained in a new transport bylaw.</li> </ul>	<ul style="list-style-type: none"> <li>• [vii] refer to Attachment A, Main Proposal</li> <li>• [viii] refer to Attachment E, under More effective resourcing and enforcement</li> </ul>
<p>FR/2025/15 - That the <b>Franklin</b> Local Board:</p> <p>a) whakarite / provide the following views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to this report:</p> <ul style="list-style-type: none"> <li>i) only seven submitters from the Franklin Local Board provided views.</li> <li>ii) of the seven submitters from the Franklin Local Board area, 86% had no concerns with the proposal.</li> <li>iii) on the basis of local feedback, the board support the Traffic Bylaw review proposal.</li> <li>iv) continue to express concerns about shortcomings of roading design in the rural context and where transport options are limited (i.e. public transport) as road and parking design does not support responsible behaviour of communities.</li> <li>v) request that the Joint Bylaw Panel carefully consider the realities of enforcement, including in areas outside of urban hubs, when making the decision on this proposal.</li> </ul> <p>b) whakahē / decline the opportunity to tāpae / delegate a member or members to represent the views of the local board to the Joint Bylaw Panel</p>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• [i] refer to Attachment A, Other Matters.</li> <li>• [iv] refer to Attachment E, under Non-regulatory measures (other policies, protocols, plans)</li> <li>• [v] refer to Attachment E, under More effective resourcing and enforcement</li> </ul>
<p>HM/2025/13 - That the <b>Henderson-Massey</b> Local Board:</p> <p>a) tuhi ā-taipitopito / note that the majority of comments on the main proposal for the traffic bylaw review from Henderson-Massey respondents were positive, saying it made sense and a joint bylaw would be clearer and simpler.</p> <p>b) whakaae / agree with the public feedback supporting the proposed changes on the traffic bylaw review.</p>	<p>Not Applicable</p>
<p>HB/2025/7 - That the <b>Hibiscus and Bays</b> Local Board:</p>	<p>In response to:</p>

View of local board	Staff Comments
<p>a) whakarite / provide the following feedback on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to the agenda report:</p> <ul style="list-style-type: none"> <li>i) there is a relatively low number of submissions (six) from the Hibiscus and Bays Local Board area, 83 per cent of which had no concerns about the proposal</li> <li>ii) respondents commented on the need for improved enforcement for berm parking which is consistent with the local board's earlier feedback (resolution number HB/2024/105) that this will be challenging to implement, particularly in intensified development areas with narrow roads and little off-street and on-street parking provisions.</li> </ul> <p>b) tāpae / delegate to the chairperson and deputy chairperson to represent the local board views to the Joint Bylaw Panel.</p>	<ul style="list-style-type: none"> <li>• [i] refer to Attachment A, Other Matters</li> </ul>
<p>HW/2025/11 - That the <b>Howick</b> Local Board:</p> <p>a) tuku / provide the following views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to this report. The Board:</p> <ul style="list-style-type: none"> <li>i) tuhi tīpoka / note the relatively low number of submissions (10) from the Howick Local Board area which indicated a strong level of support with 80% having no concerns about the proposal.</li> <li>ii) tūtohu / recommend that under Part 1. Preliminary Provisions, Vehicles (definition) should include – Motorized Scooters (commercial &amp; private), and Motorized Skateboards.</li> <li>iii) tautoko / support the main proposal to consolidate Auckland Transport (AT) and Auckland Council traffic-related bylaws into one bylaw.</li> <li>iv) tuhi tīpoka / note the community feedback aligns with the Howick Local Board's views provided at the 19 September 2024 meeting, resolution number: HW/2024/157.</li> <li>v) tautoko / support the most frequent comment from the Howick public feedback, where the community has called for clearer enforcement mechanisms. Therefore, the Board reiterates its previous feedback provided, resolution number: HW/2024/157. In particular “acknowledge that intensification of housing is putting pressure on existing parking capacity, resulting in more parking off the roadway and more needs to be done to address the issues that cause and result from this.”</li> </ul> <p>b) tāpae / delegate Chairperson Damian Light and alternate Deputy Chairperson Bo Burns to represent these views to the Joint Bylaw Panel</p>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• [i] refer to Attachment A, Other Matters</li> <li>• [ii] refer to Attachment A, Main Proposal</li> <li>• [v] refer to Attachment E, under Bylaw implementation and process (including controls)</li> </ul>
<p>KT/2025/301 - That the <b>Kaipātiki</b> Local Board:</p> <p>a) tuhi tīpoka / note that seven submissions (out of a total of 196) were received from the Kaipatiki Local Board area on the draft Vehicle Use and Parking Bylaw 2025, largely in support of the proposal.</p> <p>b) tuhi tīpoka / note that it is not clear what changes (if any) have been incorporated into the proposed Vehicle Use and Parking Bylaw 2025 as a result of public consultation.</p> <p>c) express disappointment that none of the issues raised in our feedback [KT/2024/195] appear to have been incorporated into the proposed Vehicle Use and Parking Bylaw 2025, namely the following:</p> <ul style="list-style-type: none"> <li>i) Topic 3 – Unformed Roads: Include a specific definition on “unformed roads” (paper roads) in the new bylaw, and a reference to the “Management of Unformed Legal Roads” policy.</li> </ul>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• [i] refer to Attachment A, Main Proposal</li> <li>• [ii] refer to Attachment A, Supporting Proposal 1</li> <li>• [iii] refer to Attachment A, Supporting Proposal 1</li> <li>• [iv] refer to Attachment A,</li> </ul>

View of local board	Staff Comments
<p>ii) Topic 9 – Parking vehicles off a roadway (for example berm parking): Include an exemption for vehicles that are being washed on grass berms, as this is preferable to cleaning fluids going into the stormwater system, which is often the case if cars are washed in driveways or other paved areas. Auckland Council currently advises washing vehicles on grass, but many homes do not have vehicle access to a grass area other than a public berm.</p> <p>iii) Topic 12 – Special Events: Include an ability for Local Board-funded events to be processed faster and cheaper, with reduced requirements for transport management plans.</p> <p>iv) Topic 13 – Unsuitable (including heavy) traffic: Include the ability for Auckland Transport to require compensation to repair damage done to vehicle accessways (to private property) caused by heavy vehicles during construction of developments at neighbouring addresses, as well as roads.</p> <p>v) Topic 16 – Broken down vehicles on a road or public place: This topic needs to be strengthened to enable Auckland Transport to remove broken or abandoned vehicles from roads and public places more easily and more quickly. We acknowledge that there are statutory restrictions, however this is an area of concern in the community and this problem needs a clearer, faster and more robust response.</p> <p>d) tāpae / delegate the local board Chairperson to represent views to the Joint Bylaw Panel.</p> <p>e) tāpae / delegate authority to the Chairperson of Kaipātiki Local Board to make a replacement appointment in the event that he is unable to attend the Joint Bylaw Panel.</p>	<p>Supporting Proposal 3</p> <ul style="list-style-type: none"> <li>• [v] refer to Attachment A, Supporting Proposal 3</li> </ul>
<p>MO/2025/14 - That the <b>Māngere-Ōtāhuhu</b> Local Board:</p> <p>a) tautoko / support the main proposal to consolidate Auckland Transport (AT) and Auckland Council traffic-related bylaws into one bylaw:</p> <p>i) by reducing administration costs. The local board request these cost savings are passed on to consumers or invested into more transport / traffic related education programmes</p> <p>b) whakarite / thank the submitters for providing their views in the local board area summarised as follows:</p> <p>i) concerns about heavy vehicles blocking roads</p> <p>ii) enforcement needed for berm parking</p> <p>iii) cycle/shared path priority</p> <p>c) tuhi ā-taipitopito / note this feedback is considered in alignment with the Māngere-Ōtāhuhu Local Board's feedback provided at the 21 August 2024 meeting, resolution number: MO/2024/106</p> <p>d) kopou / appoint the Chair to present the views of the board to the Joint Bylaw Panel in May 2025</p>	<p>Not Applicable</p>
<p>MR/2025/21 - That the <b>Manurewa</b> Local Board:</p> <p>a) whakarite / provide the following views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to this report</p> <p>i) 75 per cent of Manurewa residents who submitted (8 submissions) noted they do not have concerns about the proposal</p> <p>ii) Manurewa respondents noted support for restrictions to keep residential streets and industrial areas free from heavy vehicle parking</p> <p>iii) tuhi ā-taipitopito / note the local board's previous feedback on the joint traffic bylaw (MR/2024/145):</p>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• [v] refer to Attachment G, under More effective resourcing and enforcement</li> </ul>

View of local board	Staff Comments
<p>iv) tautoko / support the intention to simplify the bylaws and create efficiencies between Auckland Transport and Auckland Council</p> <p>v) tuhi ā-taipitopito / note that enforcement is crucial and adequate resourcing needs to be provided to ensure it can be undertaken effectively</p> <p>vi) tautoko / support not allowing heavy vehicles to park on roads through</p> <p style="padding-left: 20px;">A) adding parking-related controls and other Land Transport Act 1998 powers to regulate heavy traffic, including, the power to require security under LTA 1998</p> <p style="padding-left: 20px;">B) amending Part 2: Street Damage of the Auckland Transport Activities in the Road Corridor Bylaw 2022 to help address problems related to the use of heavy vehicles accessing development or construction sites on private lands, causing damage to nearby roads</p> <p>b) tāpae / delegate Chairperson Matt Winiata and member Glenn Murphy to represent these views to the Joint Bylaw Panel</p>	
<p>MT/2025/8 - That the <b>Maungakiekie-Tāmaki</b> Local Board:</p> <p>a) whakarite / provide the following views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to this report:</p> <p style="padding-left: 20px;">i) note the most frequent comment from the Maungakiekie-Tāmaki community was a request for enforcement of berm parking restrictions (4 mentions from 15 submissions), which suggests extending the new rule requiring payment for damage to the road to also cover berms and all public infrastructure.</p> <p style="padding-left: 20px;">ii) note that certain areas within the Auckland-wide region have limited parking and that impede emergency vehicle access, which may lead to vehicles parking on the berm.</p> <p style="padding-left: 20px;">iii) request Auckland Council and Auckland Transport be more proactive with monitoring existing parking demand and forecasting future parking demand when considering new housing developments</p> <p style="padding-left: 20px;">iv) note that parking vehicles on the berms can damage critical assets, such as the footpaths and underground infrastructure.</p> <p style="padding-left: 20px;">v) note that the Maungakiekie-Tāmaki Local Board agrees that Auckland Transport should continue to seek the local board views and adhere to the consultation process whenever proposing or implementing restrictions or road changes. This collaborative approach will ensure that local perspectives and concerns are adequately considered in the decision-making process.</p> <p style="padding-left: 20px;">vi) request Auckland Transport advise residents before enforcement action takes place.</p> <p>b) request the Joint Bylaw Panel to investigate the inclusion of provisions in the new bylaw to enforce fines on vehicles that park on berms or public infrastructure</p>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• [i] refer to Attachment A, Supporting Proposal 1</li> <li>• [iii] refer to Attachment E, Non-regulatory measures (other policies, protocols, plans)</li> <li>• [vi] refer to Attachment E, under Bylaw implementation and process (including controls)</li> <li>• [b] refer to Attachment A, Supporting Proposal 1</li> </ul>
<p>OR/2025/11 - That the <b>Ōrākei</b> Local Board:</p> <p>a) provide the following views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to this report:</p> <p style="padding-left: 20px;">i) note that community feedback supports the main proposal to consolidate Auckland Transport (AT) and Auckland Council traffic-related bylaws into one bylaw.</p> <p style="padding-left: 20px;">ii) support the most frequent comment from the Ōrākei public feedback, which notes that additional enforcement and associated penalties is needed for berm parking, and subsequently that:</p> <ul style="list-style-type: none"> <li>• berm parking damages berms,</li> <li>• berm parking creates hazards to pedestrians and other road users</li> </ul>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• [b] refer to Attachment A, Supporting Proposal 1</li> </ul>

View of local board	Staff Comments
<ul style="list-style-type: none"> <li>• berm parking enforcement should not require signage and;</li> <li>• enforcement needed for footpath parking.</li> </ul> <p>b) request the Joint Bylaw Panel to investigate the inclusion of provisions in the new bylaw to enforce fines on vehicles that park on berms or public infrastructure including boat ramps</p>	
<p>OP/2025/18 - That the <b>Ōtara-Papatoetoe</b> Local Board:</p> <p>a) whakarite / provide the following comments views for the Joint Bylaw Panel to consider and address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to this report</p> <ul style="list-style-type: none"> <li>i) tuhi ā-taipitopito / note that of a total of 196 submissions, two from the local board area</li> <li>ii) in principle support moves to consolidate the regulatory traffic related bylaws between Auckland Council and Auckland Transport into one bylaw</li> <li>iii) tautoko/ support concerns in feedback on need for stronger enforcement to reduce challenges to the public, pedestrians and others from parking on berms</li> </ul> <p>b) tono / request the final update following the hearings of the Joint Bylaw Panel.</p>	<p>In response to:  <b>[[iii]]</b> refer to Attachment A, Supporting Proposal 1</p>
<p>PPK/2025/22 - That the <b>Papakura</b> Local Board:</p> <p>a) whakahē / decline the opportunity to provide any further feedback on the proposed Vehicle Use and Parking Bylaw 2025, and decline to delegate a member of the board to speak to this item at the Joint Bylaw Panel</p>	<p>Not Applicable</p>
<p>PKTPP/2025/8 - That the <b>Puketāpapa</b> Local Board:</p> <p>a) whakarite / provide the following views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to this report:</p> <ul style="list-style-type: none"> <li>i) tuhi ā-taipitopito / note the community feedback aligns with the Puketāpapa Local Board’s views provided at the 19 September 2024 meeting, resolution number: PKTPP/2024/163.</li> <li>ii) support the most frequent comment from the Puketāpapa public feedback, which suggests extending the new rule requiring payment for damage to the road to also cover berms and all public infrastructure. The community has called for clearer enforcement mechanisms. Therefore, the Board reiterates its previous feedback provided, resolution number: PKTPP/2024/163 clause b): <ul style="list-style-type: none"> <li>• note that the Puketāpapa Local Board anticipates the prompt initiation of enforcement actions and extends its support to Auckland Transport in the implementation of these measures.</li> <li>• note that certain areas within the Auckland-wide region have poorly designed narrow streets that impede emergency vehicle access, which may cause vehicles parking on the berm.</li> <li>• note that parking vehicles on the berms damages ratepayers’ critical assets, such as the footpaths and underground infrastructure.</li> <li>• note that the Puketāpapa Local Board agrees that Auckland Transport should continue to seek the local board views and adhere to the consultation process whenever proposing or implementing restrictions or road changes. This collaborative approach will ensure that local perspectives and concerns are adequately considered in the decision-making process.</li> </ul> </li> </ul>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• <b>[[ii)]bullet 1]</b> refer to Attachment E, under More effective resourcing and enforcement</li> <li>• <b>[[ii)]bullet 5]</b> refer to Attachment E, under Bylaw implementation and process (including controls)</li> <li>• <b>[[ii)]bullet 6]</b> refer to Attachment A, Supporting Proposal 1</li> </ul>

View of local board	Staff Comments
<ul style="list-style-type: none"> <li>• tono / request Auckland Transport advise what roads are hot spots for vehicles parking on the berm so the local board can advise residents before enforcement action takes place.</li> <li>• tono / request the Joint Bylaw Panel to investigate the inclusion of provisions in the new bylaw to enforce fines on vehicles that park on berms or public infrastructure.</li> </ul> <p>b) delegate Chair Kumar and Deputy Chair Lai to represent these view to the Joint Bylaw Panel.</p>	
<p>RD/2025/14 - That the <b>Rodney</b> Local Board:</p> <p>a) tuhi tīpoka / note the overall support by Rodney submitters for the proposed amendments to the Auckland Transport and Auckland Council traffic-related bylaws subject to the opportunity to provide feedback on specific issues such as paid parking</p> <p>b) whakaū / confirm support for the proposed changes to the Auckland Transport and Auckland Council traffic-related bylaws as per resolution RD/2024/130, 21 August 2024</p> <p>c) tāpae / delegate Chairperson B Bailey to represent these views to the Joint Bylaw Panel.</p>	Not Applicable
<p>UH/2025/9 - That the <b>Upper Harbour</b> Local Board:</p> <p>a) whakarite / provide views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to the agenda report</p> <p>b) tono / request that for Part 5 (Vehicle use and parking on beaches), it is clear as to who the relevant authority is</p> <p>c) tono / request that care is taken with rules on narrow streets, noting that emergency vehicle and rubbish truck access might need to be retained by allowing berm parking, there needs to be enough flexibility so that the needs of emergency services are prioritised.</p>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• [b] refer to Attachment A, Main Proposal</li> <li>• [c] refer to Attachment E, under Bylaw implementation and process (including controls)</li> </ul>
<p>WHK/2025/13 - That the <b>Waiheke</b> Local Board:</p> <p>a) support the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to this report.</p> <p>b) tāpae / delegate the chair and/or their delegate to represent these views to the Joint Bylaw Panel.</p> <p>c) request new signage to reflect the Bylaw at Waiheke beach locations</p>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• [c] refer to Attachment E, under Bylaw implementation and process (including controls)</li> </ul>
<p>WTK/2025/11 - That the <b>Waitākere Ranges</b> Local Board:</p> <p>a) ohia / endorse the Waitākere Ranges Local Board's previous feedback on the traffic bylaw review at the 22 August 2024 local board business meeting as per resolutions WTK/2024/127 – WTK/2024/132.</p> <p>b) tāpae / delegate Member M Clayton to represent these views to the Joint Bylaw Panel.</p> <p>Attachments</p> <p>WTK/2024/127 - That the Waitākere Ranges Local Board:</p> <p>a) whakarite / provide the following feedback on the proposed changes on the review of Auckland Transport (AT) and Auckland Council (AC) traffic-related bylaws outlined in Attachment A of the agenda report: Parking vehicles off a roadway (berm parking)</p>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• [i] refer to Attachment A, Supporting Proposal 1</li> <li>• [ii] refer to Attachment E, under Central Government legislation</li> <li>• [iii] refer to Attachment A, Supporting Proposal 1</li> </ul>



View of local board	Staff Comments
<p>i) do not support a blanket prohibition of parking off a roadway or on berms if they do not block or damage the footpath or berm on the basis that Auckland is in an awkward period of transition with housing intensification, changes to parking provision planning rules and the need for the city to keep investing in public transport and active modes to change travel behaviour, which continues to be highly dependent on private car use.</p> <p>WTK/2024/128 - That the Waitākere Ranges Local Board:</p> <p>ii) note the requirement for no-berm parking signs to enable enforcement will create visual clutter on roadsides. Further work needs to be done to find an alternative.</p> <p>iii) note that there are many negative attributes of vehicle parking on berms and off-roadway areas that may need to be dealt with on a case by case basis.</p> <p>WTK/2024/129 - That the Waitākere Ranges Local Board:</p> <p>iv) ask that the review consider issues in rural parts of the Waitākere Ranges where off-road parking on road reserves or road edges creates a hazard.</p> <p>WTK/2024/130 - That the Waitākere Ranges Local Board: Vehicles on beaches</p> <p>v) support continuing to prohibit vehicles on beaches including Muriwai and Kariotahi, other than to launch or retrieve a boat, or for safety and emergency services for the following reasons:</p> <p>A) to protect wildlife including marine species such as shellfish</p> <p>B) to prevent damage to fragile dune systems</p> <p>C) to protect the wilderness experience provided by the expansive west coast beaches</p> <p>D) to protect beach users, noting that fatalities have occurred at Muriwai and Kariotahi with vehicles on beaches.</p> <p>vi) support retaining a provision to exempt council, surf life saving clubs, civil defence, emergency services and utility providers from requiring approval when carrying out their lawful functions.</p> <p>WTK/2024/131 - That the Waitākere Ranges Local Board: Unsuitable traffic, including heavy vehicles</p> <p>vii) supports the recommendation to:</p> <p>A) add parking-related controls and other Land Transport Act 1998 powers to regulate heavy traffic, including, for example, the power to require security under LTA 1998.</p> <p>B) amend Part 2: Street Damage of the AT Activities in the Road Corridor Bylaw 2022 to help address problems related to the use of heavy vehicles accessing development or construction sites on private lands, causing damage to nearby roads.</p> <p>WTK/2024/132 - That the Waitākere Ranges Local Board: Resourcing implications to implement the bylaw:</p> <p>viii) recommend the bylaw review include an assessment of the resourcing requirement for compliance and enforcement of the bylaw, with options.</p> <p>ix) consider that overall compliance and enforcement is under-resourced and wanting in the Waitakere Ranges area.</p>	<ul style="list-style-type: none"> <li>• [iv] refer to Attachment E, under Bylaw implementation and process (including controls)</li> <li>• [viii] refer to Attachment E, under More effective resourcing and enforcement</li> <li>• [ix] refer to Attachment E, under More effective resourcing and enforcement</li> <li>• [x] refer to Attachment E, under Other non-bylaw matters (multiple topics)</li> </ul>

View of local board	Staff Comments
<p>x) note that the Waitakere Ranges Local Board has been funding an animal management officer as a pilot on West Coast beaches to protect wildlife and improve compliance with dog control bylaws.</p>	
<p>WTM/2025/16 - That the <b>Waitematā</b> Local Board:</p> <p>a) whakarite / provide views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to this report.</p> <p>b) ohia / endorse the public consultation feedback, noting particular support for:</p> <p>i) reduced parking on berms</p> <p>ii) the public concern about removing priority rules on cycle and shared paths.</p> <p>c) takarure / restate previous resolution WTM/2024/155 Joint Traffic Bylaw Review Report</p> <p>d) tāpae / delegate Deputy Chair Greg Moyle and Chair Genevieve Sage to represent these views to the Joint Bylaw Panel.</p> <p>e) tautoko / support the proposals to reduce parking on berms, noting that these were supported by 88% of submitters to increase safety and convenience for footpath users and to reduce damage and maintenance costs to berms.</p> <p>f) tāwari / object to the following proposals in the bylaw:</p> <p>i) removing rules around priority on cycle paths and shared paths. Even if difficult to enforce, having a rule sets a cultural norm that encourages safe behaviour and this is vitally important for vulnerable road users like children on scooters or bicycles, and older and disabled people using micromobility devices.</p> <p>ii) removing the rule prohibiting using the roadside as a place to sell vehicles. The board instead recommends further work to make this rule easier to enforce, particularly in urban centres where the practice impacts availability of parking for the wider community as has been a problem regularly in Great North Road and Grey Lynn near to the car sales yards.</p> <p>g) hapahapai / advocate to NZTA to make it a legal option for scooter users to use cycle paths.</p>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• [f(i)] refer to Attachment A, Supporting Proposal 2</li> <li>• [f(ii)] refer to Attachment A, Supporting Proposal 2</li> <li>• [g] refer to Attachment E, under Central Government legislation</li> </ul>
<p>WH/2025/11 - That the <b>Whau</b> Local Board:</p> <p>a) tuhi ā-taipitopito / note the Whau Local Board feedback made to the Regulatory and Safety Committee in October 2024 (resolution WH/2024/98).</p> <p>b) whiwhi / receive the public feedback on the proposed Vehicle Use and Parking Bylaw 2025, and note the Whau residents were generally positive of replacing the bylaws with a new single Auckland Transport and Auckland Council Bylaw.</p> <p>c) whakaae / agree with the public feedback themes for enforcement needed for berm parking and to retain priority on cycle/shared paths.</p> <p>d) tuhi ā-taipitopito / note that the impact of this bylaw review is lessened by limitations and gaps between local and central government relating to enforcement, such as towage fees determined by Central Government or the outcome of red light camera infringements.</p> <p>e) tāpae / delegate local board member S Paterson-Hamlin to represent these views to the Joint Bylaw Panel</p>	<p>In response to:</p> <ul style="list-style-type: none"> <li>• [c] refer to Attachment A, Supporting Proposal 2</li> <li>• [d] refer to Attachment E, under Central Government legislation</li> </ul>