

Entered by Board Secretary

AGENDA ITEM 20.2 BOARD DECISION PAPER	
To:	The Board
From:	Joemier Pontawe, Principal Policy Advisor
Reviewed:	Scott Campbell, Director Strategy & Governance
Date:	22 October 2024
Title:	Auckland Transport and Auckland Council joint traffic-related bylaw – Public Consultation

Aronga / Purpose

1. To provide an update on the outcomes of the review of traffic-related bylaws in Auckland and to seek approval to publicly consult on the Statement of Proposal (proposal) (Attachment 1).

Tuku mana / Delegation

2. Delegation for approval of bylaws sits with the board.

Ngā tūhonga / Recommendations

That the Auckland Transport Board (board):

- a. Approves the Statement of Proposal and its attachments for public consultation from 4 November 2024 to 4 December 2024.
- b. Appoints two directors to act as Bylaw Panel members from Auckland Transport.
- c. Notes that the joint Bylaw Panel will comprise of five members, two members from Auckland Transport, two from the Auckland Council Regulatory and Community Safety Committee and one Houkura Independent Māori Statutory Board representative.

Te whakarāpopototanga matua / Executive summary

3. Auckland’s traffic-related bylaws allow Auckland Transport (AT) and Auckland Council (AC) to help people easily move around the region by addressing and managing problems related to vehicle use, traffic, and parking. The AT traffic bylaw was last reviewed in 2012.
4. We led a joint review of traffic-related bylaws across 18 topics to examine their usefulness and necessity. Most topics were found to remain useful and effective, but some areas for improvement were also identified.
5. The proposal recommends:
 - a. replacing the three current bylaws with a new single, joint bylaw for most topics (13 of 18);
 - b. major changes to rules regarding the use and parking of vehicles on beaches, parking vehicles off a roadway, and parking of heavy vehicles; and
 - c. minor changes to other AT bylaws to make Auckland’s bylaws more streamlined and efficient.
6. We have undertaken early engagement with key partners and stakeholders, including mana whenua and local boards (Attachment 2), and are now ready to take these proposals for public consultation, using the Special Consultative Procedure.
7. The proposal aligns with Room to Move: Tāmaki Makaurau Auckland’s Parking Strategy 2023 and will support the safe, effective and efficient movement of people across the network.
8. We have developed a communications and engagement strategy and key messages (Attachment 3) to address potential risks by clearly explaining what the proposed changes are and how they will have a minimal or no impact on the way Aucklanders drive, park, and move around the region. We will do this using simple and plain everyday language.

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Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
October 2024 Design and Delivery Committee	Auckland Transport and Auckland Council joint traffic-related bylaw – Public Consultation	<p>The Committee requested additional information about the communication strategy for the planned public consultation. We added more information about our approach in this paper, including our strategy to mitigate and address communications, engagement and stakeholder risks.</p> <p>The Committee also recommended to the board the approval of the Statement of Proposal for public consultation and nomination of Bylaw Panel members from AT.</p>
March 2023 Board	Chief Executive's Open Business Report	Informed the board that work had started to update and refresh the AT Traffic Bylaw 2012 and explained the next steps.

Te horopaki / Background

- AT and AC are road controlling authorities under the Land Transport Act 1998 and can make traffic-related bylaws (s 22AB). Auckland has three traffic-related bylaws, namely the AT Traffic Bylaw 2012, the AC Traffic Bylaw 2015, and the AC Public Safety and Nuisance Bylaw 2013 (for rules about vehicles on parks and beaches only).
- AT oversees vehicle use and parking on most roads (the 'Auckland transport system'). AC is responsible for roads and public places not part of the Auckland transport system, meaning roads on most beaches, parks and reserves, and off-street parking at council facilities, such as libraries.

- The AT Traffic Bylaw 2012 is mainly a "framework" bylaw; it sets the rules, but not the locations. This means, for example, the bylaw states AT can create bus lanes, but does not list the streets where this can be applied. This is done at a later stage, via resolutions. The power to make these resolutions is delegated to AT's Traffic Control Committee.
- While there is no set requirement in legislation to review traffic-related bylaws, it is best practice to review bylaws every ten years at most, to ensure that they are fit for purpose and align with new land transport legislation.
- AT led a joint review with Council to explore opportunities to improve and simplify Auckland's traffic-related bylaws across their 18 topics.

Te hononga ki te "Statement of Intent 2024-2027"/ Alignment to Statement of Intent 2024-2027

- The AT Traffic Bylaw supports the Statement of Intent by providing flexible rules about vehicle use and parking, giving AT the ability to use those rules only if and when required. The Bylaw also provides us the ability to administer and implement our wider plans and strategies for our existing and future network, such as enabling AT to create special vehicle lanes or parking rules.

Me mōhio koe / What you need to know

- A collaborative approach was used to review the Bylaws, with AT leading as the technical expert responsible for most of Auckland's roads. This approach builds on a similar collaboration with Council on the review of Auckland's signage bylaws completed in 2022.
- Our review focused on assessing whether the bylaws have been helpful since they were made and whether any improvements could be considered.
- For the review, we examined retaining and amending the bylaws, transferring the powers, replacing with a joint bylaw (the chosen pathway) or removing the bylaws and relying on other powers. Each option was considered for each of the 18 topics, examining risk, effectiveness and efficiency.

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Our review findings highlighted that the bylaws have been helpful, but improvements should be considered

18. The key findings from our review highlight that the traffic-related bylaws:
- a. 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;
 - b. for vehicles on beaches, could be improved by enabling access to infringement fines and more effective use of permit conditions;
 - c. for parking restrictions, could be improved by clarifying where off-road parking is prohibited, how parking controls are adopted and enforced;
 - d. are not used in some instances, such as enforcing rules around advertising on vehicles; and
 - e. could be streamlined by developing a single traffic-related bylaw made by both AT and AC.
19. Our review also pointed out the potential administration and enforcement challenges of having separate traffic-related bylaws in Auckland, where the boundaries between AT and AC roads are indistinguishable for the public.
20. While it is not originally covered under the review, we also found some gaps in the AT Activities in the Road Corridor (ARC) Bylaw 2022. The review findings note that minor changes are needed to help address problems related to the use of heavy vehicles accessing private development or construction sites causing damage to nearby roads. Currently, the Bylaw only covers works on, in, over or under the road itself.

We drafted our recommendations after considering the findings and options

21. Based on the assessment of options for each of the 18 topics, we recommend the following:

- a. to replace the current traffic-related bylaws with a new single traffic bylaw made jointly by AT and AC for most topics (13 of 18)
 - b. to revoke the current traffic-related bylaws and rely on other existing legislation and bylaws to better address the problems for four topics, particularly the following that relate to AT:
 - i. broken down vehicles (Topic 13) – already addressed by our powers to deal with abandoned vehicles under the Local Government Act 1974 (s.356).
 - ii. leaving machinery or goods (Topic 17) – already addressed by the ARC Bylaw 2022.
 - iii. parking for advertising or sale (Topic 15), already addressed by the Signs Bylaw 2022, subject to minor amendments for clarity.
 - c. to transfer the current traffic-related bylaws about vehicle repairs on a road (Topic 14) to the ARC Bylaw 2022.
22. We are also recommending some changes to the 13 topics where Option 4 (Replace) is recommended. These changes aim to improve the proposed new joint bylaw, for example:
- a. by creating clear regulations about busways and busway stations.
 - b. by improving and streamlining the current rules that generally prohibit vehicle use and parking on beaches.
 - c. by creating specific vehicle use and parking bylaw rules for special events.
 - d. by integrating in the bylaw all other powers about heavy traffic available under the Land Transport Act 1998.
 - e. by clarifying rules about parking vehicles off a roadway.
 - f. by removing controls that are difficult to enforce or topics that do not require a bylaw.
 - g. by aligning residents’ parking controls with the wording and policies in Room to Move: Tāmaki Makaurau Auckland’s Parking Strategy 2023.

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- 23. We also recommend minor changes to the AT ARC Bylaw 2022 to help address problems related to heavy vehicles accessing development or construction sites on private land, causing damage to nearby roads. The changes will enable us to conduct pre- and post-inspection of the road corridor before any building work starts. The inspection would allow us to monitor whether building activities are causing street damage.

Our communications and engagement approach is to emphasise the benefit this one-stop-shop bylaw will have for Aucklanders, by clarifying and simplifying the rules

- 24. We will communicate the proposed bylaw changes using language that is easy to understand, and using examples to illustrate how they would affect the public.
- 25. We will highlight that the main proposal is to **consolidate** three traffic-related bylaws to one single joint bylaw. This will **clarify** and **simplify** rules about vehicle use and parking in Auckland and enable us to keep Auckland’s transport network efficient, effective and safe.
- 26. We will highlight that this proposal will improve public understanding, streamline AT and AC processes and more efficiently respond to community needs while having a minimal or no impact on how Aucklanders drive, park, and move around the region.
- 27. Key messages and Frequently Asked Questions have been developed along this messaging to answer queries from members of the public and media.
- 28. We will notify the public through advertisements in the NZ Herald, suburban newspapers, and on social media. All information will be available in full online on the consultation webpage, and printed copy at all Auckland Council libraries.
- 29. More details on the communications approach are included in Attachment 3.

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

- 30. There are no direct financial or resource impacts associated with this project. The cost associated with public consultation will be sourced from existing budgets.

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

- 31. There are no climate change or sustainability considerations associated with this topic.

Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	In December 2023, we notified and sought feedback from 19 mana iwi chairs, nine mataawaka marae and other groups. We also attended 3 mana whenua hui in July and August (southern, central and north/west) to present our draft proposals as part of our early engagements. Feedback received focused mainly on operational matters and location-specific issues on the Auckland transport system.
Elected members	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	We have presented the bylaw proposals at AC’s Regulatory and Community Safety Committee, with support from the committee members on the substantive elements and endorsement to go to public consultation. There was concern around blanket decisions / positions, and interest in local boards having power where possible (such as where berm parking could be allowed).

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Relationship	Consulted Y/N	Views and Perspectives Received
		We have received feedback from Auckland's local boards in August 2024. Attachment 2 presents the summary of views from this early engagement.
Council Controlled Organisations	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Relevant staff from several council operational units were consulted throughout this joint review process with AC. Overall, they are supportive of the proposals.




Ā muri ake nei / Next steps

32. Following board approval, we will facilitate public consultation from 4 November 2024 to 4 December 2024, including a hearings panel on 5 and 6 December 2024.
33. We will then reengage with local boards and mana whenua to present the feedback we receive from the public and seek a final set of feedback from these groups.
34. We will return to the board (and Council) with a final bylaw for approval in April 2025.

Ngā whakapiringa / Attachments

Attachment #	Description
1.	Statement of Proposal (saved in Diligent Resource Centre)
2.	Summary of views from early engagements
3.	Communications and engagement overview

Te pou whenua tuhinga / Document ownership

Submitted by	Recommended by	Approved for submission
Joemier Pontawe Principal Policy Advisor	Scott Campbell Director Strategy & Governance	Dean Kimpton Chief Executive
		

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 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.¹
- 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.²

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

¹ 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.).

² 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>Create a single joint bylaw and associated resolutions for traffic-related matters 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"> • One-way travel directions and turning restrictions • Special vehicle lanes • Unformed roads • Vehicles on beaches • Cycle paths, shared paths and shared zones • Cruising and light-weight vehicle restrictions • Engine braking • Parking (including zone parking), designated parking places or prescribing conditions of use • Parking vehicles off a roadway (e.g., berm parking) • Mobility parking (parking for disabled persons) • Residents’ parking • Special events • Unsuitable (including heavy) traffic 	<ul style="list-style-type: none"> • 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 • 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 • Apply a consistent approach to AT and AC controls about vehicle use and parking.

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

Proposed improvements in and under new and current bylaws	Reasons for proposal
<ul style="list-style-type: none"> providing details about the Permit system (existing Permits continue to apply until they expire) 	<p>limited to Muriwai and Karioitahi where there is an existing management process</p> <ul style="list-style-type: none"> Clarify the how the permit system works (for example, the conditions of use)
<p>3. Create specific vehicle use and parking controls for special events</p>	<ul style="list-style-type: none"> 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)
<p>4. Create new controls about heavy traffic by:</p> <ul style="list-style-type: none"> 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) amending the AT Activities in the Road Corridor Bylaw 2022 (Part 2: Street Damage) to cover activities on a private land causing damage to nearby roads 	<ul style="list-style-type: none"> Better address public safety risks and nuisance (for example from poor visibility) caused by heavy vehicles parked on roads Integrate all relevant powers under the Land Transport Act 1998 Address problems related to heavy vehicles accessing development or construction sites on private land and causing damage to nearby roads
<p>5. Clarify 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"> Improve certainty about where parking off a roadway is generally prohibited (for example a berm or grass area in a park) Improve implementation efficiency (for example the process for installing signs to allow for the enforcement)
<p>6. Align residents' parking controls with the policies in Room to Move: Tāmaki Makaurau Auckland's Parking Strategy 2023</p> <ul style="list-style-type: none"> remove clauses about residents' only parking³ refer to residents' exemption parking area as residential parking zones 	<ul style="list-style-type: none"> Avoid public confusion by harmonising the Bylaw with higher-level strategies

Proposals to remove or relocate bylaw controls (See Appendix C for proposed changes to other bylaws)	Reasons for proposal
<p>1. Remove controls related to:</p> <ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Remove ineffective priority user controls A bylaw is not required to establish zones, places and stations

³ 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"> establishing shared zones, parking zones, parking places and transport stations 	
<p>2. Rely on existing regulatory powers under the Local Government Act 1974 (section 356) and Amend 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"> Avoid duplication of existing regulatory powers more aligned with the activity
<p>3. Rely 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"> Comply with new statutory requirements to use speed management plans to set new speed limits
<p>4. Amend 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"> Rely on other existing bylaws more aligned with the activity
<p>5. Amend the AC and AT Signs Bylaw 2022 to regulate parking for advertising or sale</p>	<ul style="list-style-type: none"> Rely on other existing bylaws more aligned with the activity
<p>6. Rely on the AT Activities in the Road Corridor Bylaw 2022 and Local Government Act 1974 (section 357) and Amend 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"> Rely on other existing rules that are more aligned with the activity

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

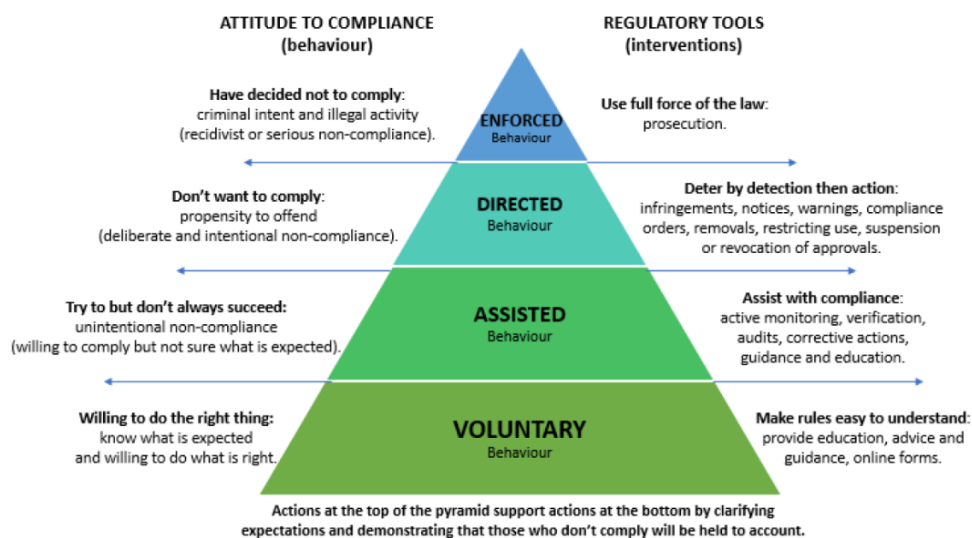
The existing traffic-related bylaws are enforced by Auckland Transport, Auckland Council and the New Zealand Police using national legislation.

- 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).

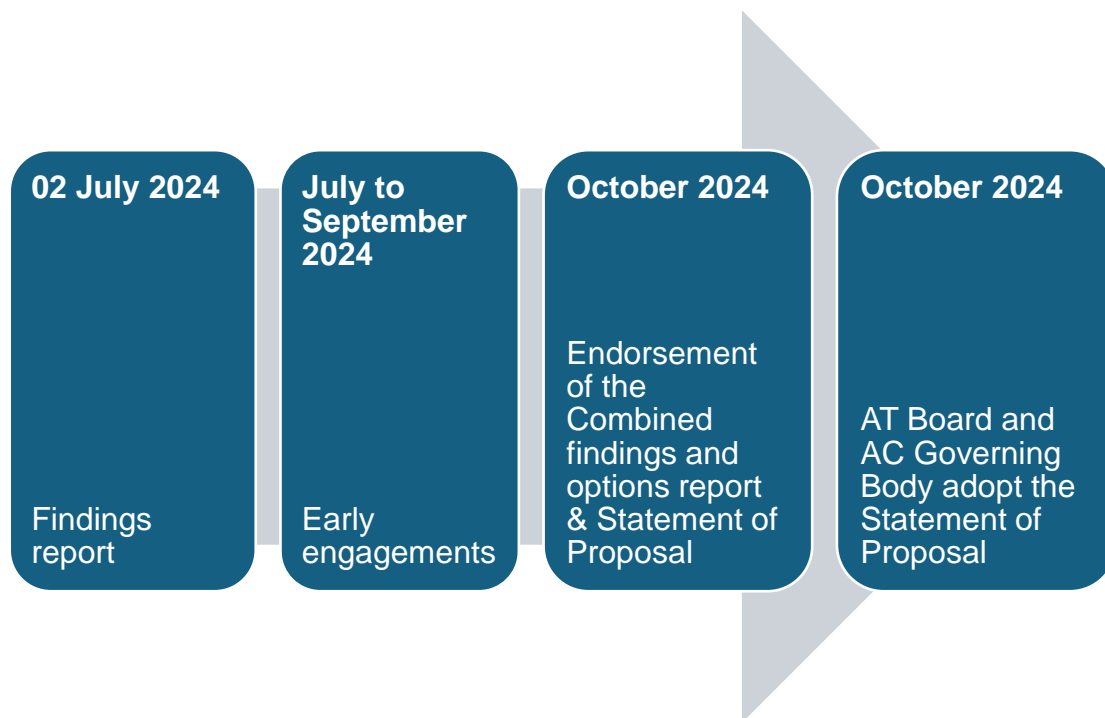


5. How we got here

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 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 Bylaw⁴
- 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

⁴ 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
- in writing by picking up a feedback form at your local library or emailing us at 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 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 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.

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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.

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.

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.

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.

- (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	Made legacy bylaws about traffic (Section 61 (for Auckland Transport) ¹ and 63 (for Auckland Council) ^{1,2} of the Local Government (Auckland Transitional Provisions) Act 2010), with effect (commence) on same date.
18 July 2012	Made Auckland Transport Traffic Bylaw 2012 and decided to revoke legacy bylaws (AT 18/07/2012 MM:Item10), with effect on 1 August 2012.
25 June 2015	Made Auckland Council Traffic Bylaw 2015 / Te Ture ā-Rohe Waka Haere 2015 and decided to revoke legacy bylaws (GB/2015/63), with effect on 1 August 2015.
28 March 2019	Amended Auckland Council Traffic Bylaw 2015 / Te Ture ā-Rohe Waka Haere 2015 (GB/2019/22), with effect on 1 October 2019.
# April 2025	Made the Auckland Transport and Auckland Council Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 Vehicle Use and Parking Bylaw 2025 Amended the Auckland Council and Auckland Transport Te Ture ā-Rohe mo nga Tohu Signs Bylaw 2022 (Auckland Council resolution # and Auckland Transport resolution #)
# April 2025	Amended the Auckland Transport Activities in the Road Corridor Bylaw 2022 Revoked the Auckland Transport Traffic Bylaw 2012 Revoked 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 (Auckland Transport resolution #)
# April 2025	Amended the Auckland Council Te Ture ā-Rohe Marutau ā-Iwi me te Whakapōrearea 2013 Public Safety and Nuisance Bylaw 2013 Revoked the Auckland Council Traffic Bylaw 2015 Te Ture ā-Rohe Waka Haere 2015 (Auckland Council resolution #)
<p>¹ 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>² 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>Related information about the next bylaw review 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 Resolutions¹ for the Use and Parking of Vehicles on Beaches

That Auckland Transport Board 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) 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(b) where a permit is required
 - (c) do not provide for the parking of the vehicle on the beach.
- 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 27(b)(i), are:
 - (a) Muriwai Beach
 - (b) Karioitahi Beach
- (2) For the avoidance of doubt, the conditions in (1) apply to any beach or part of a beach that is a legal road under the Local Government Act 1974.

¹ 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>16 Vehicle provisions to transition to traffic bylaw</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 style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Related information</p> <p>The Auckland Council Traffic Bylaw 2015 is made under the section 22AB Land Transport Act 1998 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"> • restricting vehicles on parks and beaches using conditions instead of prior approval (clause 8(1)(a), 8(2)(a) and 8(5)) • regulating the stopping, parking and leaving of vehicles (clause 11 and 12) • enabling the New Zealand Police to enforce the traffic bylaw by issuing \$150 infringement notices (Schedule 1 of the Land Transport (Offences Last updated 22 March 2024 Public Safety and Nuisance Bylaw 2013 Page 13 and Penalties) Regulations 1999) via section 22AB of the Land Transport Act 1998). <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>16 Vehicle provisions to transition to traffic bylaw</p> <p>Repealed</p> <div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> <p>Related information about repeal of vehicle provisions</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>(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 style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Related information</p> <p>The Auckland Council Traffic Bylaw 2015 is made under the section 22AB Land Transport Act 1998 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"> • restricting vehicles on parks and beaches using conditions instead of prior approval (clause 8(1)(a), 8(2)(a) and 8(5)) • regulating the stopping, parking and leaving of vehicles (clause 11 and 12) • enabling the New Zealand Police to enforce the traffic bylaw by issuing \$150 infringement notices (Schedule 1 of the Land Transport (Offences Last updated 22 March 2024 Public Safety and Nuisance Bylaw 2013 Page 13 and Penalties) Regulations 1999) via section 22AB of the Land Transport Act 1998). <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>6 Bad behaviours prohibited in public places</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>6 Bad behaviours prohibited in public places</p> <p>(3) A person must not erect, construct, place, leave, or <u>repair</u> 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>Schedule 1</p> <p>3 Building or construction materials, equipment and amenities</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>Schedule 1</p> <p>3 Building or construction materials, <u>machinery, equipment, containers, and amenities and things –</u></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 2022Existing words proposed to be removed are shown in ~~strikethrough~~ and proposed new words shown underlined.

Current Bylaw clause	Proposed amendment	Reasons for change
<p>Summary</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"> • Outlining restricted activities and items in the road corridor and describing when approval is required from Auckland Transport for these activities and items; • 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. • 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. • Regulating road surface, airspace and subsoil encroachments; • Requiring prior approval from Auckland Transport for livestock movements in the road corridor where certain requirements are not able to be adhered to. <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"> • 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. • 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 	<p>Summary</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 <u>and to protect roads from damage</u> by:</p> <ul style="list-style-type: none"> • Outlining restricted activities and items in the road corridor and describing when approval is required from Auckland Transport for these activities and items; • 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. • 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>. • Regulating road surface, airspace and subsoil encroachments; • Requiring prior approval from Auckland Transport for livestock movements in the road corridor where certain requirements are not able to be adhered to. <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"> • 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. • 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 	To provide clarity on the scope of the bylaw insofar as protecting roads from damage is concerned.
<p>1. Purpose</p> <p>(1) Auckland Transport makes this Bylaw to</p> <p>(a) control certain activities within the Auckland transport system; and</p> <p>(b) contribute to an effective, efficient, and safe Auckland transport system in the public interest.</p>	<p>1. Purpose</p> <p>(1) Auckland Transport makes this Bylaw to</p> <p>(a) control certain activities within the Auckland transport system; and</p> <p>(b) contribute to an effective, efficient, and safe Auckland transport system in the public interest; <u>and</u></p> <p>(c) <u>protect roads</u> in the Auckland transport system from damage.</p>	To provide clarity on the scope of the bylaw insofar as protecting roads from damage is concerned.
<p>2. Interpretation</p> <p>2(3):</p> <p>street damage means damage to any part of the road corridor, or other Auckland Transport property within the road corridor, sustained during building or land development works 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>2. Interpretation</p> <p>2(3) – <i>insert in alphabetical order:</i></p> <p>building work means building or development work on private land or in any other location which is not in, on, under or above the road corridor.</p> <p>2(3):</p> <p>street damage means damage to any part of the road corridor, or other Auckland Transport property within the road corridor, sustained during building or land development works 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;">Part 2: Street Damage</p> <p>17. Building work requiring street damage inspection fee</p> <p>(1) No person shall undertake any works 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 street damage post-works inspection fee.</p> <p>(2) However, sub-clause (1) does not apply if an approval expressly states otherwise.</p> <p>18. Waiving of Inspection Fee</p> <p>(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.</p>	<p style="text-align: center;">Part 2: Street Damage Associated with Building Work</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>17. Building work requiring street damage inspection fee</p> <p>(1) <u>Auckland Transport may require a person proposing to carry out building work in the circumstances described in sub-clause (2) to pay a street damage inspection fee prior to undertaking that work.</u></p> <p>(2) <u>Sub-clause (1) applies where Auckland Transport considers on reasonable grounds that the building work may cause street damage, whether due to access by vehicles to the building or development site or otherwise. 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>19. Inspection</p> <p>(1) At the completion of works 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 road or any structure in, on or under the road 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 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.</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 road 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>(1)(3) Where Auckland Transport has required an inspection fee under subclause (1), no person shall undertake the works building work without having paid that fee 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 street damage post-works inspection fee.</p> <p>(2) However, sub-clause (1) does not apply if an approval expressly states otherwise.</p> <p>18. Waiving of Inspection Fee</p> <p>(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.</p> <p>18. Inspection</p> <p>(1) At the On completion of works the building work 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, during as a result of inspection, street damage to the road or damage to any structure in, on or under the road 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. 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.</p> <p>(4) If the repair reinstatement 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 owing payable by the approval holder to Auckland Transport for repairs carried out under this clause may be recovered by Auckland Transport from that person or entity <u>from the person liable</u> as a debt due in any court of competent jurisdiction.</p>	
<p>3. Restrictions on activities within the Auckland transport system</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>3. Restrictions on activities within the Auckland transport system</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 2022Existing words proposed to be removed are shown in ~~strikethrough~~ and proposed new words shown underlined.

Current Bylaw clause	Proposed amendment	Reasons for change
<p>18 A sign may be displayed on a vehicle in certain circumstances (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>Conditions for the display of a vehicle sign</p> <p>Purpose of vehicle (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>Motor vehicle traders (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>Placement (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>Compliance with other rules (d) Must comply with all special and general rules in Subparts 2 and 3 of Part 2.</p> <p>Related information about vehicle signs 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>18 A sign may be displayed on a vehicle in certain circumstances (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>Conditions for the display of a vehicle sign</p> <p>Purpose of vehicle (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>Motor vehicle traders (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>Placement (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>Compliance with other rules (d) Must comply with all special and general rules in Subparts 2 and 3 of Part 2.</p> <p>Related information about vehicle signs 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>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 2

Summary of views from early engagements

1. Summary of mana whenua views

This table outlines mana whenua views on the draft options in response to the findings and proposal to make a new joint Auckland Transport and Auckland Council Vehicle Use and Parking Bylaw 2025. The feedback focused mainly on operational matters, changes to central government rules and prosecutorial discretion. We have referred these matters to the appropriate team for consideration.

Mana Whenua feedback on the options and proposals

Views of mana whenua on the draft options and proposal
<p>Southern Mana whenua:</p> <ul style="list-style-type: none"> a) in July 2024, engaged directly with the Auckland Transport Mana Whenua Southern hui. Feedback received focused mainly on operational matters with concerns expressed about prohibiting parking on berms but leaving berm maintenance to Aucklanders, inadequate road infrastructure to accommodate vehicles parked on roadsides (roads are too narrow, there are limited routes to marae and papakāinga housing), and negative impact on housing development in Auckland from putting restrictions on the use of heavy vehicles. <ul style="list-style-type: none"> i. Queries raised regarding how mana whenua will be involved in discussions regarding vehicular access to beaches. ii. Mana whenua raised concerns with the width, and quality of AT roads and highlighted that parking on the road in these instances is a safety issue. Relating to the berm parking further, it was highlighted that residents maintain the berm so it is viewed as their own so Auckland Transport and Auckland Council should consider maintaining the berms if a blanket ban is implemented.
<p>Central Mana whenua:</p> <ul style="list-style-type: none"> a) in August 2024, engaged directly with the Auckland Transport Mana Whenua Central hui. <ul style="list-style-type: none"> i. Feedback received focused mainly on operational matters. ii. concerns raised about vehicles on beaches how the dunes at the back of the beach can be protected from vehicles parking on them. Further concerns raised about people parking on banks that are wahi tapu (burial grounds) along the coast, encourages consideration to be given to this. Further concerns raised about the insufficient parking on beaches. Clarification has been sought from mana whenua regarding the bylaw change only giving Auckland Transport and Auckland Council the power to ban heavy vehicles from parking on a road, not banning them on all roads. iii. Concerns raised regarding the width of the roads and this leading to people parking on berms. Frustration conveyed that when mana whenua has previously reported a breach of the rules, Auckland Transport and Auckland Council have not taken action, highlighted that signage does not stop people from breaching the rules.
<p>North/West Mana whenua</p> <ul style="list-style-type: none"> a) in August 2024, engaged directly with the Auckland Transport Mana Whenua North/Western hui. <ul style="list-style-type: none"> i. Queries how the management of Karioitahi Beach will work as the Waikato Regional Council partially owns the beach. Further queries and concerns were raised about berm parking and whether there will be any considerations for tangi when Māori and Pasifika keep the deceased at their homes before burial to allow for people to visit. ii. Queries surrounding the history of the Auckland Transport and Auckland Council bylaw – including how assets are divided up by various agencies and concerned raised around infrastructure resilience especially on coastal roads. Concern was also raised regarding the new residential developments being consented with insufficient off-street parking.

2. Summary of Public Transport Accessibility Group (PTAG) views

This table outlines PTAG views on the draft options in response to the findings and proposal to make a new joint Auckland Transport and Auckland Council Vehicle Use and Parking Bylaw 2025. The feedback focused mainly on communications and operational/planning matters. We also had discussions with the relevant internal teams to ensure that mobility spaces are replaced if they are removed somewhere.

PTAG feedback on options and proposals

Views of PTAG on the draft options and proposals
That the Public Transport Accessibility Group (PTAG): <ol style="list-style-type: none">Raised concerns that there needs to be more widespread publication about the accessibility issues when people park on the berm.General clarification of clauses were raised including contents of "Mobility", what Cruising is, and if the Ferry wharf is covered.Urges consideration for AT to ensure that mobility spaces are replaced if they are removed somewhere

3. Summary of Advisory Panel views

We approached all advisory panels and received guidance from Council's governance team to focus on those who might be directly impacted by the proposals. We presented to the Rural Advisory Panel on 2 August 2024. No feedback was received from this panel (or any other) via any business meetings.

4. Summary of local board views

This table outlines local board views on the draft options in response to the findings and proposal to make a new joint Auckland Transport and Auckland Council Vehicle Use and Parking Bylaw 2025. Local boards generally support the proposals and public consultation. Other feedback is mostly operational in nature and will be considered in the resolution stage after the new bylaw is adopted. Some concerns can also be addressed by other ongoing initiatives of AT, for example, the need to better manage kerbside space and parking.

The concerns that are operational in nature, or refer to changes to Central Government legislation, will be referred to relevant AT and AC teams. Local boards will also have further opportunity to provide their views on public feedback to the proposal formally by resolution in February 2025.

Local boards views that supported options and proposal with suggested changes or concerns

Local boards views on the draft options and proposal
HB/2024/105 – That the Hibiscus and Bays Local Board : <ol style="list-style-type: none">whakarite / provide the following feedback on the review of the proposed changes to the joint Auckland Transport and Auckland Council traffic-related bylaws outlined in Attachment A to the agenda report:<ol style="list-style-type: none">tautoko / support Option 4, to establish a single bylaw by Auckland Transport and Auckland Council to replace the existing bylawswhakaae / agree to continue to prohibit or restrict the use and parking of vehicles on a beach, which ensures our highly valued beaches are safe and able to be used recreationally by alltautoko / 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, but note the following concerns that need to be further considered:<ol style="list-style-type: none">express concern that the unintended consequences of berm parking bans, particularly in areas with narrow streets and in areas that are not well served by public and active transport

- 2) express concern that the prohibition of berm parking could cause confusion for residents and motorists if it will be applied ad hoc rather than a general ban
- 3) express concern that restrictions on berm parking will be challenging to implement with the lack of carparks in intensified developments as a result of the removal of minimum carparking requirements in the Auckland Unitary Plan.
- iv. tuhi ā-taipitopito / note public safety concerns, emergency vehicle access and potential damage berm parking can cause and therefore the need to prevent it
- v. tautoko / support amendments relating to unsuitable traffic or heavy vehicles parked on roads, particularly to help address heavy vehicles accessing development or construction sites, causing damage to surrounding roads
- vi. tautoko / support the prohibition of heavy and commercial vehicles being parked overnight on residential streets
- vii. tono / request that an additional concurrent piece of work be delivered to ensure effective enforcement of the rules contained in a new transport bylaw.

AE/2024/120 - That the Albert-Eden Local Board:

- a. support consulting on the proposed changes on the review of Auckland Transport and Auckland Council traffic-related bylaws, as outlined in attachment A of the report.
 - i. request that the results of the consultation are shared with the Albert-Eden Local Board in due course, highlighting the information from submissions received from Albert-Eden Local Board residents.
 - ii. 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.
 - iii. acknowledge the safety concerns and potential damage berm parking can cause and therefore the need to prevent it.
 - iv. thank Bruce Thomas – Auckland Transport Elected Member Relationship Partner, for his advice and attendance.

WTK/2024/127 - That the Waitākere Ranges Local Board:

- 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)
 - 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.

Note: Under Standing Order 1.9.7, Member M Allen and Member S Coney requested their dissenting votes be recorded

WTK/2024/128- That the Waitākere Ranges Local Board:

- 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.
- 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.

WTK/2024/129 - That the Waitākere Ranges Local Board:

- 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.

DT/2024/128 - That the Devonport-Takapuna Local Board:

- 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.
 - i. support establishing a single bylaw by Auckland Transport and Auckland Council to replace the existing bylaws. (Option 4 in the summary document).
 - ii. support the prohibition of parking on beaches and recommend the enablement of enforcement and infringement to support this position.
 - 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.

- 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.
- 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.
- vi. support the prohibition of heavy and commercial vehicles being parked overnight on residential streets.
- 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.
- 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.

GBI/2024/97 - That the Aotea / Great Barrier Local Board:

- a. whakarite / provide the following feedback on the proposed changes on the review of Auckland Transport and Auckland Council traffic-related bylaws outlined in Attachment A of the agenda report:
 - i. support option 4 to replace the current bylaws with a joint AT and AC Traffic Bylaw, and adopt the required changes as recommended in option 2, to provide for better efficiencies.
 - ii. 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.

FR/2024/120 - That the Franklin Local Board:

- a. tautoko / support public consultation on the proposes changes to the Auckland Transport (AT) and Auckland Council (AC) traffic-related bylaws outlined in Attachment A of the agenda report
 - i. recommend that staff actively consider and provide commentary in its recommendation to the governing body on enforcement implications and expectations associated with proposed bylaw changes, including in areas that are some distance from Auckland Council or Auckland Transport staffing centres. It is the board’s view that there is no point proposing or adopting bylaws that the organisation are not resourced to enforce
 - ii. tuhi ā-taipitopito / note that Auckland Transport will provide the Franklin Local Board with a summary of local views received through public consultation to inform formal advocacy on a local community position once the public consultation is complete
 - iii. tono / request that Auckland Transport work with local engagement and communications staff to ensure that the Franklin Community is encouraged and enabled to participate in the public consultation and make their local perspectives heard.

PPK/2024/124 - That the Papakura Local Board:

- a. support public consultation on the proposed changes to the Auckland Transport (AT) and Auckland Council (AC) traffic-related bylaws outlined in Attachment A of the agenda report
 - i. acknowledge that Auckland Transport will provide the Papakura Local Board with a summary of local views received through public consultation to inform formal advocacy on a local community position once the public consultation is complete
 - ii. tono/ request that Auckland Transport work with local engagement and communications staff to ensure that the Papakura community is encouraged and enabled to participate in the public consultation and make their local perspectives heard.

OR/2024/105 - That the Ōrākei Local Board:

- a. support the bylaws recommended to be replaced with bylaws that align with Auckland Council and Auckland Transport that can be understood, administered, and enforced by either entity.
 - i. emphasise that the provision of resources to enforce bylaws are integral to enable the bylaws to function correctly.
 - ii. acknowledge the practicality of Auckland Council’s Report-A-Problem portal and request Auckland Transport officers investigate its use as a tool for enforcement.
 - iii. highlight the importance of:
 - A meaningful enforcement regime with more budget allocated towards enforcement across both Auckland Council and Auckland Transport.
 - Creating adequate non-nominal legislative penalties that will amend misbehaviour.
 - A universal legislative requirement to prohibit parking on grass berms without the requirement for signage.
 - Parking only being permitted in areas intended for vehicles (not including boat ramps).

- iv. believe that a review of the Land Transport Act 1998 is required and note that the maximum towage fees set under the Land Transport Regulations 1999 and the Transport Notice 2004 are deficient as they enable extra costs to be incurred every time an illegally parked vehicle needs to be towed away.
- v. note disappointment that many items of concern to the Ōrākei Local Board and its community were out of scope for this joint bylaw review and request that a further review is carried out to improve the outcome of bylaw regulation with particular attention on enforcement and legislative penalties.

UH/2024/113 - That the **Upper Harbour Local Board**:

- a. whakarite / provide 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 as follows:
 - i. support the proposal going out to public consultation and reserves the right to provide local board views on the proposal once public consultation feedback is received
 - ii. express concern regarding the capacity to enforce the bylaws especially along the beaches.

PKTPP/2024/1 - That the **Puketāpapa Local Board**:

- a) In principal, support the proposed changes and recommended options on the review of Auckland Transport (AT) and Auckland Council (AC) traffic-related bylaws outlined in Attachment A of the agenda report ... *[omitted for brevity of Attachment]*
- b) 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:
 - i. 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.
 - ii. 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.
 - iii. note that parking vehicles on the berms damages ratepayers' critical assets such as the footpath and underground infrastructure.
 - iv. note that the Puketāpapa Local Board agrees that Auckland Transport should continue to seek 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.
 - v. 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.
- c) whakamihi / thank Jennifer Fraser for her attendance.

HM/2024/128 - That the **Henderson-Massey Local Board**:

- a) whakarite / provide 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.
 - i. whakaae / agree with policy that prohibits vehicles parking on berms but makes exceptions for vehicle owners who partially park on berms to allow adequate accessway off the road corridor. Intensification and growth have significantly increased demand for on-street parking on roads and streets, many of which do not have adequate width to cope with this increase. Vehicle owners who use the berm with the intention of allowing adequate space for other vehicles using the road corridor should not be penalised for being conscientious.
 - ii. tautoko / support continuing to prohibit the use and parking of a vehicle on a beach.
 - iii. tautoko / support adding parking related controls to regulate heavy traffic and amending the Auckland Transport Activities in the Road Corridor Bylaw 2022 to address problems related to heavy vehicles accessing development or construction sites on private lands causing damage to nearby roads.
 - 1) tuhi ā-taipitopito / note its concern and awareness of issues caused by heavy vehicles in the Henderson-Massey rohe, including damage to public roads and footpaths and parking that endangers pedestrians.
 - 2) recommend that any changes are clearly highlighted in Resource Consent conditions, and that any changes are made in consultation with Council's planning team.
 - 3) tuhi ā-taipitopito / note its concern that Auckland Transport and Auckland Council may not have sufficient resourcing to implement and carry out on the spot enforcement where necessary.

- 4) recommend that Auckland Transport and Auckland Council make best attempts to communicate changes directly to the building and construction industry, or any organisation(s) that represents the building and construction industry.
- iv. request a review into how Auckland Transport and/or Auckland Council can be more effective at enforcing noise nuisance from vehicles in conjunction with Police.
- v. recommend the bylaw review include an assessment of the resourcing requirement for compliance and enforcement of the bylaw, with options.

HW/2024/156 - That the **Howick** Local Board:

- 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.
 - i. acknowledge that some require changes to central government legislation and regulations.
 - ii. acknowledge the need to have sufficient resources to enforce compliance and encourage Auckland Transport and Auckland Council to budget sufficient resources to deliver effective enforcement across the region.
 - iii. encourage Auckland Transport and Auckland Council to ensure that public consultation is undertaken with due consideration of the diverse nature of our communities, including the challenges of language, understanding of the systems, and ease of engagement.
 - iv. in principle (subject to public consultation) support the proposed combination of rules under less bylaws to address problems, improve public understanding and provide a simpler regulatory framework to implement and enforce.
 - v. in principle support the replacement by a single AT/AC bylaw for the following:
 - 1) one-way travel directions and turning restrictions (topic 1);
 - 2) unformed roads (topic 3);
 - 3) cruising and light-weight vehicle restrictions (topic 6);
 - 4) engine breaking (topic 7);
 - 5) mobility parking (topic 10).
 - vi. in principle support the replacement by a single AT/AC bylaw and modified as described in the agenda report for the following:
 - 1) special vehicle lanes (topic 2);
 - 2) cycle paths, shared paths, and shared zones (topic 5);
 - 3) Parking (topic 8);
 - 4) residents parking (topic 11);
 - 5) special events (topic 12);
 - 6) parking vehicles off a roadway (e.g. berms) (topic 9)
 - encourage central government to enable local authorities to better apply and enforce parking on berms with greater fines and no need for signage.
 - support improved process for restricting parking on berms where appropriate, acknowledging this is a significant issue for many local residents.
 - 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.
 - vii. in principle support revocation of the following with the understanding that these can be enforced using other bylaws or legislation:
 - 1) leaving machinery or goods on a road or public place (topic 14);
 - 2) parking for display or sale (topic 15);
 - 3) broken down vehicles on a road or public place (topic 16);
 - 4) speed limits on council-controlled land (topic 17).
 - viii. in principle support replacement of moving vehicles on beaches (topic 4) with a new traffic bylaw under Land Transport Act to enable faster and more effective compliance.
 - ix. in principle support transfer of vehicle repairs on a road (topic 18) to the Auckland Transport Activities in the Road Corridor Bylaw 2022 and Auckland Council Public Safety and Nuisance Bylaw 2013.

KT/2024/195 - That the **Kaipātiki** Local Board:

- a) whakarite / endorse 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, and provide the following feedback:
- 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.
 - 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.
 - 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.
 - 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.
 - 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.

MO/2024/106 - That the **Māngere-Ōtāhuhu** Local Board:

- 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:
- i. acknowledge that combining the bylaws is beneficial as it simplifies understanding, ensures consistency, and consolidates regulations. This will make enforcement more efficient and transparent. Additionally, it will reduce administrative and delivery costs, such as those for signage, and create a clearer regulatory environment for residents and stakeholders
 - ii. require that Auckland Council and Auckland Transport consider the cost of living crisis when implementing vehicle parking and towing policies. This includes reviewing warning systems so families are personally notified before fines are applied and providing clear communication in multiple languages. This aims to balance enforcement with compassion, helping to ease the financial burden on struggling families while maintaining road safety and order
 - iii. request Auckland Transport and Auckland Council ensure ongoing community engagement and effective communication regarding the policy changes and implementation processes
 - iv. require Auckland Transport seek the local board’s views and local knowledge in policy development and decisions, including practical designs. Highlight that the local board’s involvement is crucial for ensuring that policies are tailored to local needs and conditions
 - v. require Auckland Council and Auckland Transport address safety concerns related to trucks parked on roadsides within the policy framework
 - vi. recognise that the collaboration between Auckland Transport and Auckland Council is essential for advancing this proposal. It ensures that bylaws are communicated to the public and implemented effectively. This partnership is vital for achieving a unified approach and efficiently addressing regulatory needs
 - vii. note the local board’s disappointment at Auckland Council’s absence from the workshop held at the Māngere-Ōtāhuhu Local Board office Wednesday 14 August 2024. The board expected to discuss Auckland Council’s role in the change proposal and seek clarification on managing and implementing the changes
 - viii. request clarity on when and how the Police will be involved in enforcing these proposed law changes. Also seeking information on budget implications, particularly regarding the consequential costs of enforcing these laws, such as towing abandoned vehicles
 - ix. request clarity on policy differences between commercial and residential roads for abandoned vehicles to ensure consistent enforcement and effective management. Understanding these differences helps address safety concerns and maintain road aesthetics.

MR/2024/145 - That the **Manurewa** Local Board:

- a) whakarite / provide feedback on the proposed changes on the review of Auckland Transport and Auckland Council traffic-related bylaws outlined in Attachment A

<ul style="list-style-type: none"> i. tautoko / support the intention to simplify the bylaws and create efficiencies between Auckland Transport and Auckland Council ii. tuhi ā-taipitopito / note that enforcement is crucial and adequate resourcing needs to be provided to ensure it can be undertaken effectively iii. tautoko / support not allowing heavy vehicles to park on roads through <ul style="list-style-type: none"> 1) adding parking-related controls and other Land Transport Act 1998 powers to regulate heavy traffic, including, the power to require security under LTA 1998 2) 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 iv. tuhi ā-taipitopito / note that Auckland Transport will provide the Manurewa Local Board with a summary of local views received through public consultation to inform the formal advocacy on the local community position once the public consultation is complete v. tono / request that Auckland Transport work with local engagement and communications staff to ensure that the Manurewa community is encouraged and enabled to participate in the public consultation and make their views heard.
<p>WHK/2024/91 - That the Waiheke Local Board:</p> <ul style="list-style-type: none"> a) tautoko / endorse the proposed changes to the traffic-related bylaws as outlined in Attachment A of the report. <ul style="list-style-type: none"> i. recommend an addition to item four in Attachment A: Vehicles on beaches as below: <ul style="list-style-type: none"> 1) Where there are designated boat launching areas, vehicles may only launch or retrieve vessels in those designated launching areas and may not park or drive on the beach for any other purpose unless signage permits. 2) In the first instance, the above must be applied to Waiheke Local Board Area, but it should be considered, in our view, for all beaches in the region. ii. consider the establishment of a mechanism by which there are bus stops that are exclusively for the use of public transport vehicles at significant transport hubs, e.g at Mātiatia terminal.
<p>OP/2024/115 - That the Ōtara-Papatoetoe Local Board:</p> <ul style="list-style-type: none"> a) whakarite / provide early feedback, Schedule of Review Findings and Proposed Changes(attachment A) which is tabled Ōtara-Papatoetoe on the proposed changes on the review of Auckland Transport (AT) and Auckland Council (AC) traffic-related bylaws, prior to public consultation. b) tuhi ā-taipitopito / note that the board will give final feedback following the results and analysis of the public consultation and feedback from the local area on the traffic related bylaw.
<p>WTM/2024/2 - That the Waitematā Local Board:</p> <ul style="list-style-type: none"> a) support the proposed changes on the review of Auckland Transport and Auckland Council traffic-related bylaws outlined in Attachment A to go to public consultation. <p>MOVED by Member Bonham, by the way of addition ...:</p> <ul style="list-style-type: none"> a) recommend AT consider to include in this consultation that, instead of revoking of the bylaw regulating parking for display or sale, transferring this clause to the AC Public Safety and Nuisance Bylaw 2013 to restrict car dealerships from using residential streets to display cars for sale. <p>MOVED by Member Northey, by the way of addition ...:</p> <p>ask that bylaw 4 be amended to ban driving on all beaches apart from for boat launching, parking in approved areas and for emergency vehicles. A division was called for, voting on which was as follows:</p>
<p>WH/2024/98 - That the Whau Local Board:</p> <ul style="list-style-type: none"> a) whakarite / provide the following feedback on the proposed changes on the review of Auckland Transport (AT) and Auckland Council (AC) traffic-related bylaws: <ul style="list-style-type: none"> i. note the timeliness of this review, given the housing intensification in the Whau local board area and the additional pressure this creates on our roading network, including on-street parking and accessibility of footpaths and public thoroughfares. ii. support replacing the bylaws with a new single AT and AC Bylaw relating to: <ul style="list-style-type: none"> 1) one-way travel directions and turning restrictions,

- 2) special vehicle lanes,
- 3) unformed roads,
- 4) cruising and lightweight vehicle restrictions,
- 5) residents' parking,
- 6) special events, and
- 7) unsuitable (including heavy) traffic.
- iii. support replacing the bylaw for vehicles on beaches with a new single AT and AC Bylaw that continues to prohibit or restrict the use and parking of vehicles on a beach, allowing vehicles to only launch boats and park in areas intended for vehicles.
- iv. support continuing to require that vehicles obtain an approval (beach driving permit) to travel on Muriwai Beach and Karioitahi Beach, noting that a reduced speed limit should be introduced to improve safety and environmental outcomes, and that education, monitoring and enforcement will be required for the bylaw to be effective.
- v. support replacing the cycle paths, shared paths and shared zones bylaw, and note that there needs to be stronger guidelines on the use and parking of e-scooters in these zones.
- vi. support a new single AT and AC bylaw for engine braking, noting that this is not currently a major concern for the Whau local board area.
- vii. support a new single AT and AC bylaw that provides the power to regulate parking (including zone parking), parking places and transport stations, noting the local board's wish to have its views heard when resolutions are being drafted, before finalisation.
- viii. support replacing current bylaws relating to parking vehicles off a roadway (for example, berm parking) with a new single AT and AC bylaw, and request that more consistent enforcement and stronger penalties be implemented with the change, in particular where parked vehicles impede access for those with mobility impairments or wheeled transport including prams and wheelchairs.
- ix. support a new single bylaw for mobility parking, and request that more consistent enforcement and stronger penalties for misuse be implemented with the change.
- x. support revoking bylaws for leaving machinery or goods on a road or public place, parking for display or sale, broken down vehicles on a road or public place and speed limits on council-controlled land.
- xi. support the transfer of a clause relating to vehicle repairs on a road to the AT Activities in the Road Corridor Bylaw 2022 and the AC Public Safety and Nuisance Bylaw 2013.

Local boards that supported options and proposal with no specific changes

Local boards that support options and proposal with no specific changes	Resolution #
Rodney Local Board	RD/2024/130
Maungakiekie-Tāmaki Local Board	MT/2024/125



Attachment 3 - Communications and Engagement Overview

Memorandum

To: Dean Kimpton
From: Daisy Hsu, Specialist Communications & Engagement
Joemier Pontawe, Principal Policy Advisor
Date: 15 October 2024
Subject: Traffic-related bylaws communications and engagement overview

Purpose

To give an overview of the approach to public consultation for the Auckland Transport and Auckland Council traffic-related bylaws review.

Background

Auckland Transport and Auckland Council are proposing to consolidate and combine their traffic-related bylaws, and make minor amendments following a review. Under the Local Government Act 2002, public consultation on any bylaw changes must go through the special consultative procedure (Section 83).

Key messages

These are the key messages that will be used with stakeholders, media and the public:

- Traffic-related bylaws enable us to keep Auckland's transport network efficient, effective and safe.
- The rules about vehicle use and parking in Auckland are currently spread across multiple traffic-related bylaws. These are the: AT Traffic Bylaw 2012, AC Traffic Bylaw 2015, and AC Public Safety and Nuisance Bylaw 2013 (clause 16 vehicles on parks and beaches).
- Local rules about vehicle use and parking should be easy to understand. It's confusing to have one set of rules for the "Auckland transport system" and another for "Council-controlled land."
- We are proposing to **consolidate** the current traffic-related bylaws into a single AT and AC Vehicle Use and Parking Bylaw 2025. This will **clarify** and **simplify** the rules about vehicle use and parking in Auckland.
- This will create a one-stop-shop for all the rules about vehicle use and parking in Auckland, making it easier for everyone to access and understand the rules.
- It will also create a consistent set of rules for law enforcement, Auckland Council, and Auckland Transport to apply across the region.
- The proposed bylaw changes will **not change** the way you are currently allowed to drive, park and move around Auckland.
- If you would like to present your views to a panel of decision-makers in-person or via audio-visual link, please email or call to book a time slot to speak or use NZSL. These hearings will be held 5-6 December 2024 at 20 Viaduct Harbour Avenue, Auckland.

Supporting messages

- We are proposing some changes to help us better respond to current and future issues with vehicles on beaches, heavy vehicle use and parking, and parking vehicles off a roadway.
- We are also proposing to make the new bylaw easier to use and understand, by clarifying existing rules, removing unnecessary rules, and moving rules to better aligned bylaws.
- To support the new bylaw, we also need some support changes to other bylaws. These are the AT Activities in the Road Corridor Bylaw 2022, AC and AT Signs Bylaw 2022, and the AC Public Safety and Nuisance Bylaw 2013.

Consultation timeline

- **4 November 2024:** Consultation opens
 - Public notification through newspaper advertisements, social media, OurAuckland, and information in Auckland Council libraries.
 - Drop-in sessions held at 4 libraries, and 1 online.
 - People may give feedback in person, over the phone, in writing via online or physical survey.
- **4 December 2024:** Consultation closes
- **5 – 6 December 2024:** Public hearings
- **February to March 2025:** Reengage with local boards and mana whenua to present public feedback
- **March 2025:** Bylaw panel deliberations to recommend a final decision
- **April 2025:** AT Board and AC Governing Body final approval

