

Entered by Board Secretary

AGENDA ITEM 20.2   BOARD DECISION PAPER	
To:	Board
From:	Joemier Pontawe, Transport Planning Team Leader
Reviewed:	Scott Campbell, Acting Director Strategy and Governance Dean Kimpton, Chief Executive
Date:	9 December 2025
Title:	Revocation of the Speed Limits Bylaw 2019

## Aronga / Purpose

- To seek endorsement to revoke the Auckland Transport (AT) Speed Limits Bylaw 2019 (and subsequent amendments).

## Tuku mana / Delegation

- N/A.

## Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- Notes that all speed limits made under the Auckland Transport Speed Limits Bylaw 2019 (and subsequent amendments) were either fully migrated to the National Speed Limit Register (NSLR) or amended by Director approvals under the Land Transport Rule: Setting of Speed Limits 2022 (2022 Rule) and reversals under the Land Transport Rule: Setting of Speed Limits 2024 (2024 Rule).
- Revoke the Auckland Transport Speed Limits Bylaw 2019 (including all subsequent amendments), effective from the first business day after the decision to revoke.

## Te whakarāpopototanga matua / Executive summary

- In October 2019, the board approved the proposal to make the Speed Limits Bylaw 2019, and approved subsequent amendments in September 2020, April 2021, March 2022, May 2022, and September 2022.
- The requirement to make a bylaw to set speed limits was then changed, with the 2022 Land Transport Rule and 2024 Land Transport Rule providing for speed limits to be set via other mechanisms (the NSLR), and the regulations provided for the bylaw to be revoked (clause 13).
- We can confirm that all speed limits set under the AT Speed Limits Bylaw 2019 (and subsequent amendments) have been fully migrated to the NSLR. This means the Bylaw is now redundant and can be revoked.
- The Land Transport Act 1998 expressly provides for this type of bylaw to be revoked without consultation (see section 168AAA(2)).

## Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
October 2019	Proposed Speed Limits Bylaw 2019	The board made the Speed Limits Bylaw 2019 in a form that implements, on a staged basis, all proposed speed limit changes except for roads not categorised as high risk and where there is significant preference for the status quo.
September 2020	Proposed Amendment to Speed Limits Bylaw 2019	The board passed a resolution to correct errors and make minor changes to the AT Speed Limits Bylaw 2019.
April 2021	Proposed Speed Limits Amendment Bylaw 2021 (26 Roads)	The board approved the speed limit changes as recommended and passed the AT Speed Limits Amendment Bylaw 2021.
March 2022	Proposed Speed Limits Amendment	The board approved the speed limit changes as recommended and passed

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	Bylaw 2022 (Tranche 2A)	the AT Speed Limits Amendment Bylaw 2022.
May 2022	Proposed Amendment to Speed Limits Amendment Bylaw 2022 (Tranche 2A)	The board passed a resolution to make a number of minor changes and corrections to the AT Speed Limits Amendment Bylaw 2022 (Bylaw) so that it correctly reflects the date that the Bylaw comes into effect, removes one duplication, and improves consistency of speed change dates for rural roads.
September 2022	Proposed Speed Limits Amendment Bylaw 2022 (No. 2) (Phase 3)	The board approved the speed limit changes as recommended and passed the AT Speed Limits Amendment Bylaw 2022 (No. 2).
November 2025	Revocation of the Speed Limits Bylaw 2019	The Design and Delivery Committee of the board supported revoking the bylaw

## Te horopaki / Background

- AT is the road controlling authority (RCA) for most roads in Auckland and can make a bylaw under the Land Transport Act 1998 to set speed limits of vehicles on any road it controls and manages (s 22AB). The Land Transport Rule: Setting of Speed Limits 2017 (2017 Rule) also required RCAs to set speed limits through bylaws.
- In October 2019, the board approved the proposal to make the Speed Limits Bylaw 2019, which implemented, on a staged basis, speed limit changes in Auckland's roads.
- The board approved subsequent changes to the Bylaw in September 2020, April 2021, March 2022, May 2022, and September 2022.
- The requirement to make a bylaw to set speed limits was then changed. The 2022 Rule set the regulatory framework for RCAs to set new speed limits

through speed management plans (SMPs) or, in limited cases, using other mechanisms instead of bylaws, and provided for existing speed limits made by bylaws to be transitioned to the NSLR. The 2022 Regulations provided for the bylaw to be revoked.

- The 2024 Rule then made SMPs optional for RCAs and imposed mandatory considerations when preparing any SMP or when setting, varying, or changing a speed limit. The 2024 Rule also required AT to reverse some speed limits set in local streets and urban connectors by 1 July 2025.

## Te hononga ki te “Statement of Intent 2025-2028”/ Alignment to Statement of Intent 2025–2028

- N/A.

## Me mōhio koe / What you need to know

- Clause 13 of the 2022 Regulations allows a road controlling authority to revoke a part of a bylaw setting a speed limit after the speed limit is migrated to the NSLR.
- The current expectation from the New Zealand Transport Agency Waka Kotahi (NZTA), in line with the 2022 Regulations, is that RCAs will revoke speed limit bylaws or relevant parts of their bylaws, as soon as practicable after transferring existing speed limit data into the NSLR.
- It is important to note that the consultation requirements under section 22AD of the Land Transport Act 1998 and section 156 of the Local Government Act 2002 do not apply when amending, replacing, or revoking a bylaw in accordance with the 2022 Regulations (see section 168AAA(2) Land Transport Act 1998).
- The speed limits set under the AT Speed Limits Bylaw 2019 (and subsequent amendments) have been fully migrated to the NSLR. Some of those speed limits were subsequently amended by Director approvals under the 2022 Rule and reversals under the 2024 Rule.

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17. This means the Bylaw is now redundant and can be revoked without public consultation. Continuing to regulate speed limits through bylaws would be inconsistent with the 2024 Rule, and a speed limit purporting to be set by a bylaw would not be recognised under the 2024 Rule as the speed limit for the road.

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

18. There are no direct financial or resource impacts associated with the revocation of the Bylaw.

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

19. There are no climate change or sustainability considerations associated with the revocation of the Bylaw.

### Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	N/A.
Elected members	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	N/A.
Council Controlled Organisations	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	We informed our Auckland Council (council) colleagues about revoking the Speed Limits Bylaw 2019 (including all subsequent amendments). They support this process as it will reduce the bylaw-related workload during the Council Controlled Organisation (CCO) reform transitional period.

### Ā muri ake nei / Next steps

20. The 2024 Rule (cl 2.13) provides for continuity of the existing speed limit where the RCA changes, so the speed limits in the NSLR will continue until changed by council post-CCO reform.

### Ngā whakapiringa / Attachments

21. Nil.

### Te pou whenua tuhinga / Document ownership

Submitted by	Recommended by	Approved for submission
Joemier Pontawe <b>Transport Planning Team Leader</b>	Scott Campbell <b>Director Strategy &amp; Governance</b>	Dean Kimpton <b>Chief Executive</b>
		