



Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025

Vehicle Use and Parking Bylaw 2025

Engagement and Public Consultation Summary Report

July 2025





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Executive summary

Auckland Transport (AT) and Auckland Council (AC) proposed a new joint traffic bylaw, **Te Ture ā-Rohe mō te whakamahinga me to Whakatūnga Waka 2025 / Vehicle Use and Parking Bylaw 2025**. To support the new bylaw, AT and AC proposed making additional changes to traffic-related bylaws in Auckland.

From March 2023 to November 2024, we engaged with partners and key stakeholders to understand their interactions and issues with the current bylaws. We also provided them with the opportunity to give early feedback to shape the development of the new bylaw.

Between 4 November to 4 December 2024, we requested feedback from Auckland residents on the proposed new joint traffic bylaw and received 196 pieces of feedback.

Following the public consultation period, we returned to the Local Board

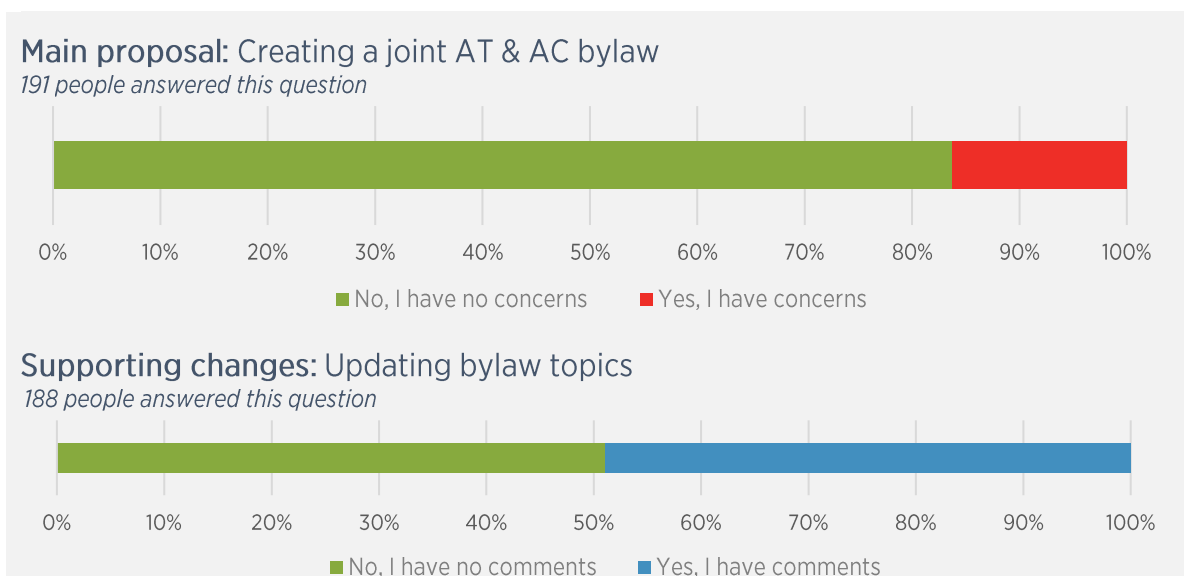
The new Bylaw came into force

Key results

We asked for people to give us feedback on four proposals:

1. Creating a joint AT / AC bylaw
2. Updating bylaw topics
3. Moving topics between bylaws
4. Other bylaw changes

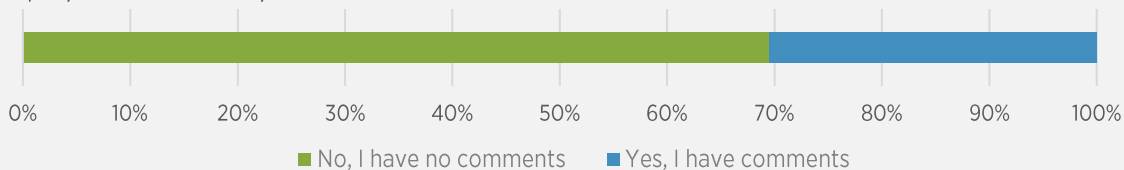
All four proposals were well received by the public. The main proposal to combine the AT and AC traffic bylaws was supported, with 84% of respondents telling us they had no concerns, and most people had no comments or concerns about the supporting changes.





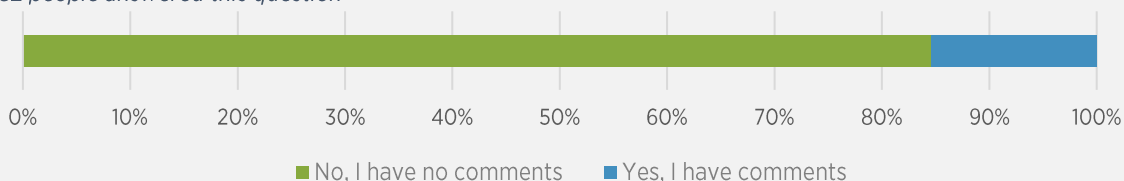
Supporting changes: Moving topics between bylaws

187 people answered this question



Supporting changes: Other bylaw changes

182 people answered this question



Key themes in feedback

Through the public engagement period we received 273 comments from respondents across the four proposals:

- 89 comments on creating a joint AT and AC bylaw
- 89 comments on the proposal to **clarify and improve** some topics in the joint bylaw
- 52 comments on the proposal to **move** topics among the bylaws
- 42 provided comments on the proposal to **make changes** to other existing bylaws
- 68 comments on various Bylaws, operational, enforcement and non-bylaw related topics.

80% of respondents provided at least one comment on the four proposals. We heard a few comments frequently in the public response:

30% support rules against parking vehicles off the roadway (berms, public parks, etc)

23% said combining the AT and AC bylaws is a good idea

21% requested additional enforcement of the bylaws



Background

Traffic-related bylaws are local rules about driving, parking and activities involving vehicles. Auckland Transport (AT) and Auckland Council (AC) can make traffic-related bylaws under the Land Transport Act 1998 and Local Government Act 2002.

Although there are no requirements under the Land Transport Act 1998 on how often bylaws must be reviewed, it is best practice to do so every 10 years.

Auckland's traffic-related bylaws have not been updated since they were created, so it is important to ensure that they remain fit for purpose in a changing environment.

The AT and AC Vehicle Use and Parking Bylaw 2025 replaces the AT Traffic Bylaw 2012, AC Traffic Bylaw 2014, and clause 16 of the AC Public Nuisance and Safety Bylaw (which is about vehicles on beaches).

This document outlines the engagement undertaken with partners, stakeholders, and the public. It also details the feedback we have received and how it influenced decision-making.

Bylaw development process and timeline

Time period	Activities
September 2022	Review of traffic-related bylaws initiated by AT / AC.
November 2022 to February 2023	Decision made for AT and AC to collaborate on a joint review of their respective traffic-related bylaws. Project planning and initial coordination with partners (NZTA, Police).
March 2023 to January 2024	Research, scoping, data gathering, workshops and engagements to understand the problems and how traffic-related bylaws are currently working.
February 2024 to June 2024	Findings report drafted and finalised.
2 July 2024	AC Regulatory and Community Safety Committee approved the findings report and requested an options report.
July to September 2024	Joint findings and options report, and statement of proposal (including the draft bylaw) developed with inputs from local boards, mana whenua and relevant advisory panels.



October 2024	AT Design and Delivery Committee, AC Regulatory and Community Safety Committee¹, AT Board and AC Governing Body adopted the findings, options, and statement of proposal and approved the conduct of public consultations. A 5-member joint bylaw panel was appointed with representatives from AC Governing Body, AT Board, and Houkura (Independent Māori Statutory Board).
4 November to 4 December 2024	Public consultation period.
6 December 2024	Public hearings held to hear verbal submissions.
February to March 2025	Re-engagement with local boards and mana whenua (views on public feedback).
2 May 2025	Local Board hearing session held. Joint Bylaw Panel deliberations held.
2 June 2025	AT Design and Delivery Committee recommended to adopt the new bylaw and amendments to other bylaws.
24 June 2025	AT Board adopted the new Bylaw and amendments to other bylaws.
26 June 2025	AC Governing Body adopted the new Bylaw, control for vehicles on beaches and amendments to other bylaws.
1 July 2025	Auckland Transport and Auckland Council Vehicle Use and Parking Bylaw 2025 comes into effect, alongside changes to the AT Activities in the Road Corridor Bylaw 2022, AT and AC Signs Bylaw 2022, and the AC Public Safety and Nuisance Bylaw 2013.

¹ This is now known as the Regulatory and Safety Committee.



Engagement undertaken

Extensive engagement was undertaken in phases including:

- Information gathering – engagement undertaken for the purposes of data gathering, research and scoping of this project.
- Early engagement – targeted engagement with partners and key stakeholders, including NZ Transport Agency Waka Kotahi, mana whenua, local boards, and organisations interested in the topic.
- Public consultation – an opportunity for all Auckland residents to provide feedback.
- Post-consultation updates – re-engaging mana whenua and local boards after public consultation.

Information gathering

Between November 2022 and June 2024, Auckland Transport and Auckland Council sought feedback from partners and key stakeholders on the effectiveness and efficiency of traffic-related bylaws. The data and information gathered enabled identification of issues and their scale.

An online survey was sent out to 52 key stakeholders and interest groups (list can be found in the Findings and Options Report), with a response rate of 36.5%.

AT and AC staff also met with NZ Police to understand how they were using the traffic-related bylaws.

A joint [Findings and Options Report](#) was developed and adopted in October 2024.

Early engagement

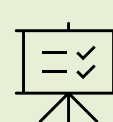
Partners and key stakeholders were briefed on the bylaw review and proposed changes ahead of public consultation. They were provided with opportunity to ask questions and provide early feedback that could influence the new bylaw proposal.



held 21 local board workshops



attended the 3 regional mana whenua hui



met with interest groups

Mana whenua



AT engaged with mana whenua through three monthly Transport Hui (Central, North and West, South). In July and August 2024, AT and AC staff presented to iwi and hapu representatives on the bylaw review, proposed changes, and sought feedback on the draft proposal.

Feedback received across the three Hui was largely operational in nature (e.g. where a rule should be implemented or enforced) and largely out of the scope for the traffic-related bylaw review. No further feedback was received in writing following the three Hui.

Local Boards

In July and August 2024, workshops were held with all 21 local boards across Auckland. AT and AC staff gave a presentation covering:

- Scope of the bylaw review
- Findings for each topic (18 in total)
- Draft options per topic
- Recommendations for local board input
- Timeline for bylaw review process

Local board members were given the opportunity to ask questions and provide feedback through resolution.

Other Stakeholders

During this time, we also met with the following stakeholders to inform them of the bylaw review, and hear their feedback:

- Rural Advisory Panel
- Public Transport Advisory Group
- Freight Reference Group

Public consultation

Public consultation on these proposals was held from Monday, 4 November to Monday, 4 December 2024 (inclusive).

A total of 196 submissions were received: 181 through the online survey (see Appendix 1 for questions asked), 13 mail and email submissions. An additional 2 submissions were received verbally at the public hearing.

To let the public know about the public consultation, Auckland Transport and Auckland Council:



created an engagement
webpage



provided information and
feedback forms at all libraries



ran newspaper
advertisements



ran social media
advertisements



held 4 drop-in info sessions
around the region



held 1 virtual
drop-in info session

Recognising that traffic-related bylaw topics may be considered complex or overly technical, the communications approach aimed to communicate plainly what a bylaw was, why a review was happening, and how the proposed changes would impact the everyday life of an Aucklanders.

A webpage was created on [Auckland Transport's engagement website](#). The following information was included on this page:

- Proposal overview
- Frequently asked questions
- Statement of Proposal
- Online feedback survey
- Drop-in session times, dates, and locations
- Information about public hearings

Auckland Council Libraries played an important role in outreach:

- Posters and brochures (see Appendix 2) along with a copy of the full Statement of Proposal were placed in Auckland Council Libraries where internet and computers were publicly available.
- Drop-in information sessions were held at 4 libraries across Auckland – Henderson Library (12 November), Manukau Library (14 November), City Central Library (19 November), and Albany Library (21 November). These libraries were specifically selected to cover West, South, Central, and North Auckland.

Additionally, an online drop-in session was held via Microsoft Teams (26 November).

Advertisements were placed in 9 suburban newspapers and the NZ Herald. An [article](#) was published on OurAuckland, Auckland Council's news website, when public consultation opened.

Social media advertisements ran throughout the public consultation period, with a total of 429,399 views across Facebook and Instagram.

This consultation was completed according to the requirements of the Special Consultative Procedure in the Local Government Act 2002.

How people provided feedback

The public (individuals and organisations) provided feedback using an online submission form or a freepost form included in the brochure. Some members of the public also submitted feedback verbally or via email.



Public hearings

Following the public engagement period, public hearings were held on 6 December 2024 at 20 Viaduct Harbour Avenue, Auckland.

A Joint Bylaw Panel convened to hear verbal submissions. The panel consisted of:

- Cr. Chris Darby (Chair) (AT Board).
- Mr. Henare Clarke (AT Board).
- Cr. Julie Fairey (AC Governing Body).
- Cr. Josephine Bartley (AC Governing Body).
- Mr. Glenn Wilcox (Houkura IMSB).

Two verbal submissions were received at the hearings:

- Heavy vehicle parking – support the change to allow heavy vehicles parking on local streets to be banned.
- Berms – support rules being clarified about parking off the roadway and emphasised the social and environmental value of berms.

Post consultation updates

Following the public consultation period, we updated mana whenua and local boards on the feedback received and next steps in the process. They were also provided with the opportunity to give their views on how the Bylaw Panel should consider public feedback in their deliberations.

In February 2025, AT and AC staff returned to the three Transport Hui to update mana whenua on what we heard from public consultation. They followed up on feedback raised in prior engagement.

Each local board received a summary of feedback (Auckland-wide and specific to their own local board area) and passed resolutions to formally provide their feedback. Each local board was provided with the opportunity to present their views in-person or online to the Joint Bylaw Panel on the 2 May. Of the 21 local boards, the following boards presented to the Joint Bylaw Panel:

- | | |
|---------------------|------------|
| • Hibiscus and Bays | • Manurewa |
| • Howick | • Rodney |
| • Waitematā | • Whau |



Consultation findings

Overview

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

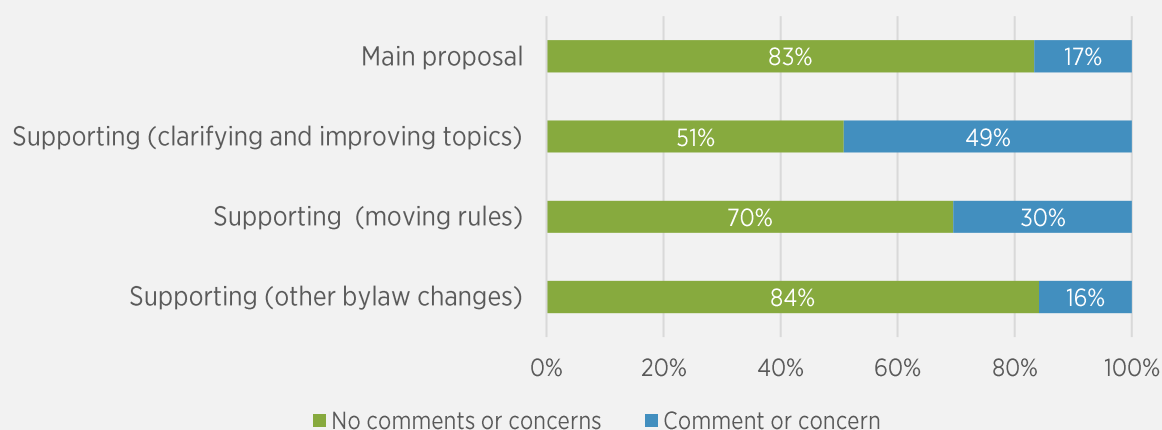
196 total submissions

181 online submissions

13 mail & email submissions

2 verbal submissions

Overall opinion on the proposed bylaw changes



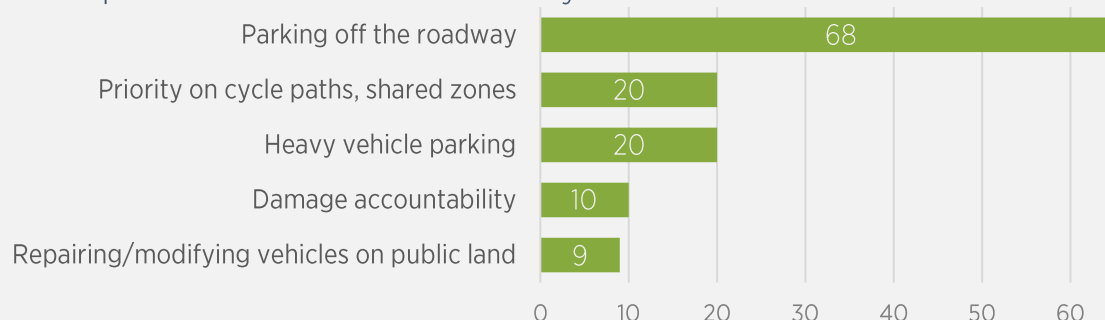
Key feedback themes

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

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

21% of respondents requested additional enforcement of the bylaws

Bylaw topics with the most community comments





Main proposal – Create a joint AT / AC bylaw

The majority of respondents (83%) had no concerns about the main proposal to **create a joint AT & AC bylaw** by combining the AC Traffic Bylaw 2015, AT Traffic Bylaw 2012, and clause 16 of Public Safety and Nuisance Bylaw 2013, which covers vehicles on beaches.

23% of people overall told us the proposal would be a positive change – that it made sense, would be easier to understand, or seemed to be a good idea to simplify Auckland’s traffic bylaws.



“Easy for everyone to understand”

“I think this would be beneficial and more operationally efficient which makes good sense”

“Good idea.”

Some respondents raised concerns about creating a single joint bylaw (12% of people who provided comments). A few cited concerns about the cost of the changes, consultation, and review process. AC and AT are legally required to consult on bylaw changes under the Local Government Act 2002.

Supporting proposal – Clarify and improve topics

46% of people provided comments on the supporting proposal to **clarify and improve 6 existing topics** in the proposed joint bylaw:

1. Improving launching boats and vehicles on beaches to make the rules consistent
2. Improving heavy vehicle parking controls
3. Clarifying parking vehicles off roadway rule language and remove the need to pass individual rules before installing signs
4. Clarifying language around busways, busway stations, and park & rides
5. Clarifying rules for resident parking
6. Improving special events traffic management and parking rules

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



“The practice of vehicles parking on berms creates hazards for pedestrians and other uses. It also causes damage to infrastructure and plants.”

“I think berms are a nice bit of nature on the side of the road with grass and trees but more and more I am seeing cars park on them and destroying the grass and tree roots which is not acceptable”



New heavy traffic parking regulations were also largely supported by submitters (79% of the 20 people who commented on the topic). There were some concerns from the industry perspective, specifically about rest breaks or overnight spaces for drivers to sleep, particularly for out-of-town companies.



"[A] big issue is parking on the side on the road in streets. Typical street nowadays are made too narrow for this to happen. In our area there are now many heavy trucks that park on the side of the road, which obstructs the view of oncoming vehicles.

"Heavy vehicles block the line of sight for road and pedestrian users when are parked close to intersections hence causing a safety risk"

Vehicles on beaches and launching boats was not as popular a topic – only 7 comments – however it was supported by commenters. Five respondents suggested further restrictions; four told us that private vehicles should be banned from all beaches (two of which added a caveat for vehicles launching a boat).

Supporting proposal - Moving and removing topics

27% provided comments on the supporting proposal to **remove or move 7 topics** from the existing AT and AC separate traffic bylaws:

- Remove rules that do not require bylaws as they are now managed by other legislation
 1. Establishing shared zones, parking zones, parking places, and transport stations
 2. New speed limits on Council-controlled land
- Move rules that are duplicated or more appropriate in other traffic-related bylaws
 3. Parking for display or sale
 4. Broken down vehicles on a road or public place
 5. Leaving machinery or goods on a road or public place
 6. Repairing or modifying vehicles on a road or in a public place
- Remove a rule because it is not effective
 7. Priority on cycle paths or shared paths

The proposed removal of the **priority on cycle paths and shared paths** topic attracted the most feedback (20 comments). 85% of people who commented on the rule requested that the priority remains in Auckland's bylaws. Most told us that pedestrians need to be protected and have right of way, especially on shared paths which can be complex with people walking, on scooters, e-scooters, bicycles, skateboards, and more.



"Disagree with this change - pedestrians, as the most vulnerable, should always have the priority. That way, the bylaw can be used in legal proceedings when a careless cyclist or scooter rider crashes into a pedestrian."

"Shared paths are incredibly unsafe for vulnerable members of the community - especially children elderly and disabled people."



The **repairing or modifying vehicles** in public space rules received 9 comments. Comments were split on this issue, with 5 comments in support and 4 expressing concerns. The most common concern was how the rule might apply to people repairing vehicles in an emergency (3 mentions).



“Repairs & maintenance should be taken to a proper facility to be undertaken in accordance with OSH & Environmental laws.”

“Emergency repairs ought to be an exception.”

Broken down vehicles rule received positive feedback (4 mentions) barring one respondent who worried about drivers getting tickets when the vehicle is abandoned only briefly during an emergency.

Supporting proposal - Changes to other bylaws

22% provided comments on the supporting proposal to **make changes** to three other traffic-related Auckland bylaws:

AT Activities in the Road Corridor Bylaw 2022

- Hold individuals and businesses responsible for repairing any damage they cause to public roads or footpaths during building work on private property.
- Add the rule about repairing or modifying vehicles on a road or public place from the traffic-related bylaws (as noted in the previous *Moving and removing* section)

AC and AT Signs Bylaw 2013

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

AC Public Safety and Nuisance Bylaw 2013

- Remove the clause about driving and parking on parks and beaches as it will be moved into the new joint bylaw (as noted in the *Main proposal* section).
- Clarify the rules about abandoned and broken-down vehicles, machinery or goods and repairing or modifying vehicles on a road or public place (as noted in the previous *Moving and removing* section).

The proposal to **hold people accountable for damage to public roads** during construction on private land received 10 positive responses, and one suggestion that we improve the road surface instead. Three respondents suggested public infrastructure beyond the road should be included in the bylaw, like berms (2 mentions) and cycle lanes (1 mention).



“I think it is completely reasonable for individuals and businesses to be responsible for the repair of footpaths or roads caused through their building activity.”

“Damage to the roads and footpaths when building is being undertaken is important and needs to be paid for by the builders.”



Key stakeholder feedback

During the consultation period, seven stakeholders provided feedback regarding the bylaw proposals on behalf of their organisations or communities:

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

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

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

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

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

New Zealand Defence Force (NZDF) requested a change to 24(2)(d) in the proposed bylaw, which exempts driving and parking on beaches for people authorised to perform a statutory function. NZDF requested that defence training is added to the list of exemptions.

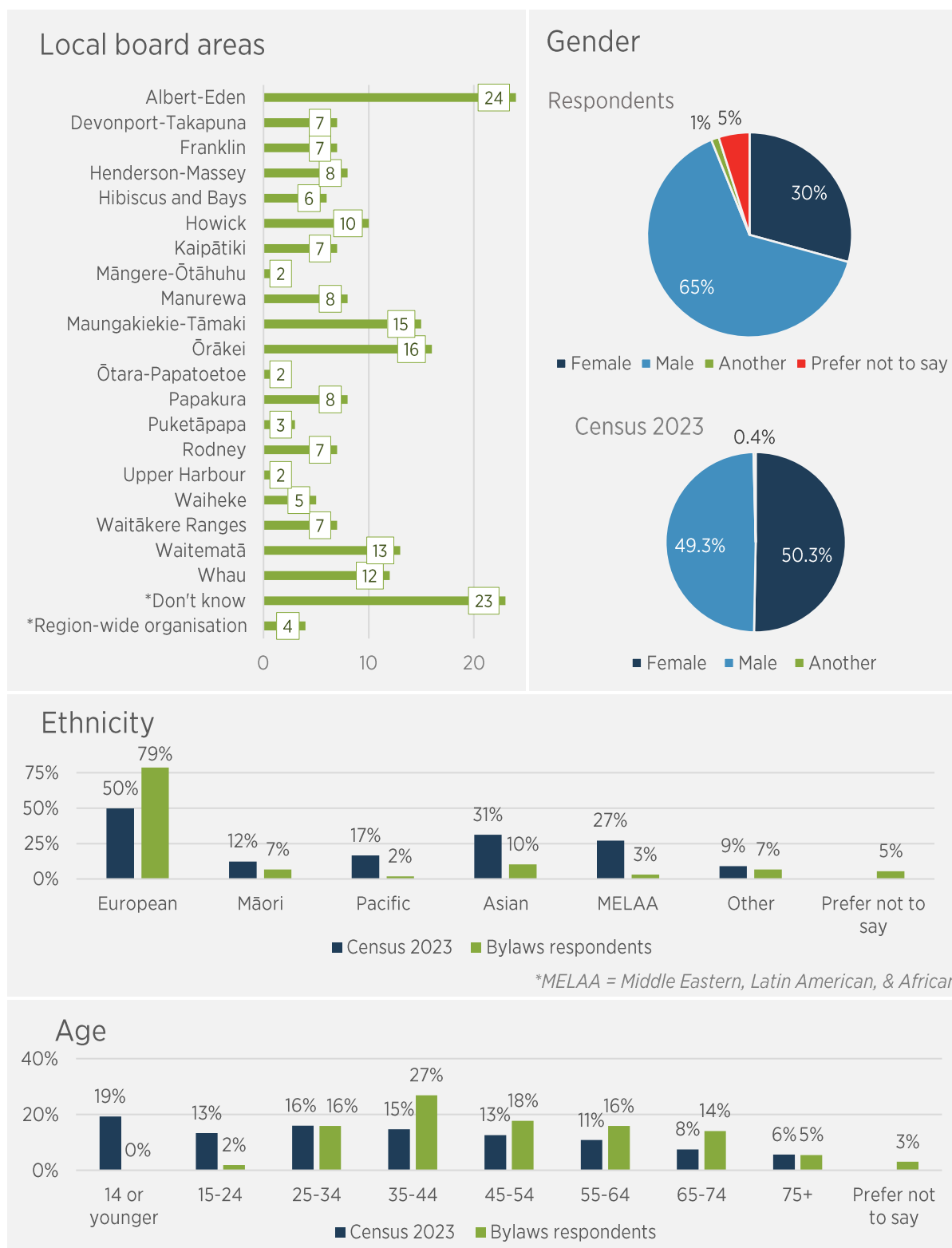
Opaheke Residents Group made a few suggestions for the traffic bylaw review. The group suggested enforcement of parking off roadway and the speed limit on Karioitahi Beach, and expressed support for restricting heavy vehicle parking on busy roads. They raised concerns about issues in the Opaheke area like abandoned shopping trolleys, and road, tree, and stormwater drain maintenance, which have been recorded.

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



Who we heard from

Below is the demographic data provided by survey participants. Age, gender, and ethnicity measures are compared to the most recent data for Auckland, from the 2023 Census. These traffic-related bylaw proposals attracted a higher than usual number of respondents for a bylaw change.



How feedback was incorporated

Public feedback was themed by the project team (see below) and put forward to the Joint Bylaw Panel for consideration. The following tables set out how the feedback had been taken into account. For further information on the Panel outcome, please read the [Bylaw Panel recommendations](#).

Main Proposal: Create a new joint AT and AC Bylaw

This proposal will be **adopted with the below amendments** (in green).

Feedback received	Outcome
Retain status quo Keep three separate Bylaws to regulate traffic-related matters in Auckland.	This suggestion was not adopted, and the three separate bylaws have been combined into the joint AT and AC Vehicle Use and Parking Bylaw 2025 (effective 1 July 2025). This new joint Bylaw will streamline regulation by removing unnecessary duplications, provides a simpler regulatory framework to implement and enforce, and improves public understanding by having one set of rules to comply with. Additionally, the proposal to combine the three separate bylaws received a high level of public support. The existing AT Traffic Bylaw and AC Traffic Bylaw was revoked when the new Bylaw came into effect.
Include motorised scooters and skateboards in the definition of vehicles Howick Local Board recommends that definition of a “vehicle” should include motorised scooters (commercial & private) and motorised skateboards (under Part 1, Preliminary Provisions, Vehicles).	This suggestion was not adopted. The Bylaw already covers motorised scooters and skateboards because they form part of the general definition of vehicles and motor vehicles. Furthermore, rules about where motorised scooters and skateboards may be used are set in central government legislation, and not through local bylaws.
Clarify who has the authority to make decisions about vehicle use on beaches. Upper Harbour Local Board requests that “vehicle use and parking on beaches” in Part 5 clarifies who the relevant authority is.	A related information note about the definition of “relevant authority” to include authorised persons has been included. By providing more clarity on the relevant authority for beaches, the new Bylaw already addresses the issue of cross jurisdiction between AC and AT. This will enable better coordination between AT and AC to more effectively regulate different parts of the same beach, especially because the boundaries between AT and AC land can be indistinguishable.

Feedback received	Outcome
Add a definition of “unformed roads” to the new policy, including a reference to the “Management of Unformed Legal Roads” Policy Kaipātiki Local Board requests that a specific definition of “unformed roads” be added in the new Bylaw, including a reference to the “Management of Unformed Legal Roads” policy.	A related information note about how decisions are made in relation to unformed legal roads, with reference to the AT’s Management of Unformed Legal Roads policy has been included.
Add Sommerville Disability Support Services as a disability parking permit provider (1 mention) Sommerville Disability Support Services requests that the “Related information about disabled persons’ parking permits” in page 13 of the proposed Bylaw is updated to explicitly mention the organisation as a separate disability parking permit provider.	Sommerville Disability Support Services has been specifically referenced as a separate disability parking permit provider in the ‘related information’ note about “disabled persons’ parking permits”
Ensure agile approach to implementing “no stopping at all times” lines in some circumstances Devonport-Takapuna Local Board recommends that the Bylaw provides for an agile approach to implementing “No Stopping At All Times” lines on roads where there is not enough room for cars to park or manoeuvre safely; noting Kerr Street and Northboro Road as examples.	This piece of feedback was not adopted as the proposed Bylaw provides a “framework” where details of the control (e.g. No Stopping At All Times) are determined by resolution. The details of a resolution (for example, specific streets) are an operational matter that can be reviewed and adjusted when necessary.

Supporting Proposal: Make supporting changes to following 6 topics in the proposed joint Bylaw:

1. Clarifying conditions for the launching of boats on beaches and obtaining beach driving permits
2. Creating new regulations for heavy vehicles
3. Clarifying rules about parking vehicles off a roadway
4. Creating clearer regulations about busways, busway stations, and park & rides
5. Clarifying rules for resident parking
6. Clarifying temporary traffic and parking rules for special events.

This proposal will be **adopted with the below amendments** (in green).

Feedback received	Outcome
Extend parking exemptions for vehicles on beaches to NZDF The New Zealand Defence Force (NZDF) requests to be exempted from parking restrictions on beaches (or other rules in Part 5 of the Bylaw) if they are performing a statutory function, duty or power associated with enforcement, public health and safety or coastal conservation and management, or defense activities including Temporary Military Training.	“Defence activities including military training activities carried out by the New Zealand Defence Force” has been included under clause 24(2)(a).
Extend Bylaw provisions to roads not owned but managed by AT or AC NZ Transport Agencyt Waka Kotahi advised that the proposed joint Bylaw should also consider busway stations and park-and-ride facilities (or other roads) that are not owned but are managed by AT or AC.	The phrase “managed and controlled” has been replaced with “controlled or managed” in the Bylaw title, clause 3 and the definition of “relevant authority.” The term “provided” has been substituted with “controlled or managed” in clause 21(1)
Include explicit reference to filming activities in addition to special events and provide reference to film parking permits) Screen Auckland requests that filming activities be explicitly covered under the proposed vehicle use and parking controls for special events. They also requested that film parking permits be mentioned in the proposed Bylaw for clarity and certainty.	Explicit reference to filming activities throughout the proposed Bylaw has been included wherever the phrase “special events” is mentioned. A reference to film parking permits has been included in the sample list of permits the Bylaw covers in clause 27(2).
Provide for berm parking exemptions for washing vehicles Kaipātiki Local Board requests that an exemption on the berm parking prohibition be included in the proposed Bylaw for vehicles that are being washed on grass berms, as this is preferable to cleaning fluids going into the stormwater system, which is often the case if cars are washed in driveways or other paved areas. AC currently advises washing vehicles on grass, but many homes do not have vehicle access to a grass area other than a public berm.	This suggestion was not adopted as the Bylaw aims to provide more certainty and consistency by prohibiting berm parking across Auckland without any exemptions. Providing an exemption to vehicles being washed on grass berms would create similar problems to vehicles parked on the berm, for example, damage to infrastructure and reduced accessibility.
Enable better enforcement powers of berm parking Maungakiekie-Tāmaki, Ōrākei and Puketāpapa Local Boards request the inclusion of enforcement provisions in the Bylaw to fine vehicles that park on berms or on public infrastructure including boat ramps.	There is no power for a bylaw made under the Land Transport Act 1998 to create offences or impose fines. Therefore, it is not legally possible for the proposed Bylaw to include enforcement provisions to fine vehicles parking on berms or public infrastructure.
No blanket ban on berm parking Waitākere Ranges Local Board notes that Auckland is in an awkward period of transition with housing intensification, changes to parking provision planning rules and the need for the city to keep investing in public transport and active modes to	The new Bylaw seeks to streamline the process when prohibiting parking vehicles off a roadway (including berms) by removing the need to pass individual resolutions which are costly and time consuming. The installation of regulatory signs is still required before any enforcement action can take place, until such time that central government legislation is clarified.

Feedback received	Outcome
change travel behaviour, which continues to be highly dependent on private car use. The board also notes that there are many negative attributes of vehicle parking on berms and off-roadway areas that may need to be dealt with on a case-by-case basis (not a blanket approach). Berm parking should be allowed in areas where the roads are narrow with no off-street parking	
Reduce requirements for transport management plans of local board-funded events to ensure faster and cheaper processing Kaipātiki Local Board requests that the proposed Bylaw includes an ability for Local Board-funded events to be processed faster / cheaper, with reduced requirements for transport management plans.	The new Bylaw provides a “framework” where details of the control are determined by resolution. Traffic Management Plan (TMP) requirements are an operational matter. Any TMP and its approval process can be reviewed and adjusted when necessary.
Put in place a blanket ban on heavy truck parking across residential streets Impose a blanket ban on heavy truck parking in residential streets throughout Auckland.	The Bylaw making powers in section 22AB(1)(n) of the Land Transport Act 1998 require inclusion of specific locations where heavy truck parking restrictions apply.
Retain status quo for heavy truck parking Retain current rules for heavy truck parking to ensure that companies from outside of Auckland (which operate in Auckland) have a place to park their trucks. Changing the current rules will restrict truck drivers from doing commercial deliveries.	The new Bylaw provides a balanced approach to restricting heavy vehicle parking on roads where there is evidence of a risk to public safety or nuisance arising out of the parking of the heavy vehicle (instead of a blanket ban).

Supporting Proposal: Move (or remove) the following 7 rules from the current Bylaws:

1. Establishing shared zones, parking zones, parking places, and transport stations
2. New speed limits on council-controlled land
3. Parking for display or sale
4. Broken down vehicles on a road or public place
5. Leaving machinery or goods on a road or public place
6. Repairing or modifying vehicles on a road in a public place
7. Priority on cycle paths or shared paths.

This proposal will be adopted **with no amendments**.

Feedback received	Outcome
Retain status quo about priority users on cycle paths or shared paths - Retain the current rules about priority users on cycle paths or shared paths (this includes pedestrians, cyclists, riders of mobility or wheeled devices). - Waitematā and Whau Local Boards do not support the removal of the priority user rules on cycle paths or shared paths. Waitematā Local Board noted that even if the rule is difficult to enforce, having it in a bylaw sets a cultural norm that encourages safe behaviour and this is vitally important for vulnerable road users like children on scooters or bicycles, and older and disabled people using micromobility devices.	The current rules about priority on shared paths have been removed as they are ineffective and difficult to enforce. Retaining the rule would not align with the purpose of the new Bylaw. The Land Transport (Road User) Rule 2004 already addresses safety issues raised in public feedback, with similar or better enforcement powers.
Retain status quo by continuing to prohibit vehicle sale on roadsides Retain status quo by continuing to prohibit vehicle sale on roadsides	This rule will not be retained as the problems created by vehicle sales on roadsides are better addressed by the AC and AT Signs Bylaw 2022. The new Bylaw will streamline regulations, optimise regional efficiencies and reduce costs to ratepayers by removing unnecessary duplications.

Supporting Proposal: Make changes to other rules in the AC and AT Signs Bylaw 2022, AT Activities in the Road Corridor (ARC) Bylaw 2022 and AC Public Safety and Nuisance (PSN) Bylaw 2013 that relate to certain activities involving vehicles, such as:

- Street damage caused by heavy vehicles during building work on private property
- Repairing or modifying vehicles on a road or public place
- Signs advertising a service or sale on a parked vehicle
- Driving and parking on parks and beaches
- Abandoned and broken-down vehicles
- Machinery or goods on a road or public place.

This proposal will be adopted **with no amendments**.

Feedback received	Outcome
Exempt vehicle repairs or broken down vehicles in emergency situations • Exempt broken down vehicles or repair of vehicles in emergency situations on roads and public places.	The Bylaw only prohibits broken down vehicles or vehicle repairs on roads or public places if they are likely to cause a safety risk, nuisance, damage (including to the environment), obstruction, disturbance, interference to any person or disruption to traffic flow.
Enable vehicle repairs on roads and public places in special circumstances • Enable vehicles to be repaired on roads or public places for users without driveways or private car parks.	
Ensure that damage to accessways and roads (including berms and all public infrastructure) during construction is cost recoverable • Maungakiekie-Tāmaki and Puketāpapa Local Boards request that the AT ARC Bylaw 2022 includes the ability for AT to require compensation to repair damage done to berms and all public infrastructure caused by heavy vehicles during construction of developments at neighbouring addresses. • Kaipātiki Local Board requests that the AT ARC Bylaw 2022 includes the ability for AT to require compensation to repair damage done to vehicle accessways (private property) caused by heavy vehicles during construction of developments at neighbouring addresses, as well as roads.	The Bylaw already covers damage to public roads (including the berms and public infrastructure) caused by activities in development or construction sites on a private land. Additionally, the bylaw-making powers of AT or AC do not extend to protecting private land from damages caused by construction activities.

Feedback received	Outcome
More effective removal of broken or abandoned vehicles Kaipātiki Local Board requests that relevant rules are strengthened to enable AT to remove broken or abandoned vehicles from roads and public places more easily and more quickly. The Board acknowledges that there are statutory restrictions, but at the same time noted that broken and abandoned vehicles are concern in the community and require a clearer, faster and more robust response.	Section 128E of the Land Transport Act 1998 and sections 356 and 356A of the Local Government Act 1974 already provide better rules and powers to deal with broken or abandoned vehicles from roads and public places. The Bylaw does not seek to duplicate matters already dealt with by central government legislation.

Other feedback

Feedback received	Outcome
Concerns about low feedback Albert-Eden, Hibiscus and Bays, and Howick Local Boards and mana whenua raised the issue of low submission numbers of public feedback in relation to Auckland's population.	All matters raised in public feedback, mana whenua and local board views have been given adequate consideration. The Bylaw Panel has recommended that the engagement teams evaluate the current public consultation approach to enhance Aucklanders' participation.
Broad definition of shared zones Clarify that clause 14 of the proposed Bylaw only applies to areas declared as shared zones by either AT or AC.	The Bylaw has been amended to clarify that clause 14 only applies to areas declared as shared zones by either AT or AC. This will provide more clarity and certainty about the coverage of the proposed Bylaw.

Appendix 1: Feedback form

Auckland Transport and Auckland Council propose creating a simple, [single](#) joint AT and AC bylaw for 13 rules.

This would combine Auckland's existing traffic-related bylaws into a single bylaw, and include rules around:

Click on any topic to learn more

One-way travel and turning restrictions

Engine braking

Unsuitable (including heavy) traffic

Special vehicle lanes

Cruising and light-weight vehicle restrictions

Cycle paths, shared paths and shared zones

Vehicles on beaches

Special events

Unformed roads

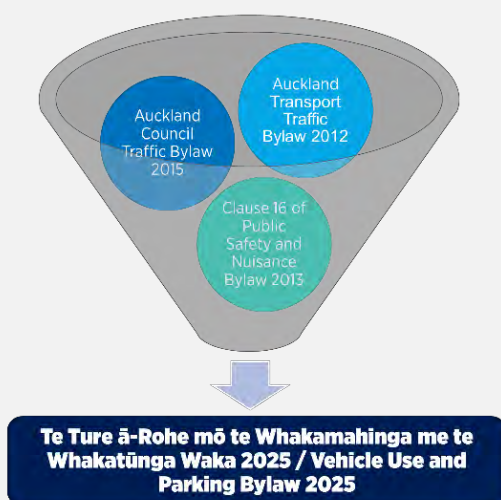
Mobility parking (parking for disabled persons)

Parking (including zone parking), designated parking places or prescribing conditions of use

Parking vehicles off a roadway (e.g., berm parking)

Residents' parking

These rules are currently in place through three different bylaws. AT and AC propose they are moved into a AT and AC Te Ture ā-Rohe Waka Haere / Vehicle Use and Parking Bylaw 2025.



By creating a single bylaw, the rules will be simpler and easier to understand.

If this proposal does not go ahead, the rules will remain in place in the three bylaws.

Do you have any concerns about combining these existing rules into a single AT and AC Bylaw?

- ☐ Yes
- ☐ No

Let us know your comments on creating a single joint bylaw *Optional*

Auckland Transport and Auckland Council propose supporting changes to 6 topics in the proposed joint Bylaw

Bylaws are reviewed infrequently so it is important they are clear and fit for purpose to address the problems we may face today and into the future.

These changes aim to improve our bylaws by:

Click on any change to learn more

Clarifying conditions for the launching boats on beaches and obtaining beach driving permits

Creating new regulations for heavy vehicles

Clarifying rules about parking vehicles off a roadway

Creating clearer regulations about busways, busway stations, and park & rides

Clarifying rules for resident parking

Clarifying temporary traffic and parking rules for special events

These rules will be simpler and easier to understand. To use or enforce these bylaws, AT and AC would still need to create individual applications (called resolutions) or install signs.

Do you have any comments on proposed supporting changes?

- ☐ Yes
- ☐ No

(if yes) Which of the rules do you have comments on?

- ☐ Launching boats and vehicles on beaches
- ☐ Heavy traffic parking
- ☐ Parking vehicles off roadway
- ☐ Busways, busway stations, and park & rides
- ☐ Resident parking
- ☐ Special events
- ☐ All six rules

What are your comments?

There are a number of bylaws that aim to give everyone fair use of Auckland's roads, but are better placed in other Auckland bylaws or no longer require a bylaw.

Auckland Transport and Auckland Council propose moving 7 rules from the joint bylaw. Six of these rules would remain in other laws or bylaws:

Click on any change to learn more

Establishing shared zones, parking zones, parking places, and transport stations

New speed limits on Council-controlled land

Parking for display or sale

Broken down vehicles on a road or public place

Leaving machinery or goods on a road or public place

Repairing or modifying vehicles on a road in in a public place

One rule would be removed from Auckland's bylaws:

Priority on cycle paths or shared paths

This control aims to regulate the priority among different types of users on a cycle path or shared path (e.g., people on foot, bicycle, and scooters). It would be removed as it is not effective.

Do you have any comments on these rule changes?

- ☐ Yes
- ☐ No

Which of the rules do you have comments on?

- ☐ Establishing shared zones, parking zones, parking places, and transport stations
- ☐ Speed limits on Council-controlled land
- ☐ Broken down vehicles on a road or public place
- ☐ Parking for display or sale (sole purpose is advertising or sale)
- ☐ Leaving machinery or goods on a road or public place
- ☐ Vehicle repairs on a road
- ☐ Priority on cycle paths or shared paths
- ☐ All seven changes

What are your comments?

Finally, Auckland Transport and Auckland Council propose additional changes to other bylaws

To support the new joint traffic-related bylaw, we're proposing some change to three other Bylaws:

AT Activities in the Road Corridor Bylaw 2022

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

AC and AT Signs Bylaw 2013

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

AC Public Safety and Nuisance Bylaw 2013

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

Do you have any concerns about these amendments?

- ☐ Yes
- ☐ No

Let us know your comments on these changes *Optional*

Appendix 2: Engagement materials



**Kōrero mai
Have
your
say**

We're updating Auckland's traffic-related bylaws

We are proposing to consolidate the current traffic-related bylaws into a new **Vehicle Use and Parking Bylaw 2025** and make supporting changes to other bylaws. To view a full list of the proposed changes in detail, please refer to the Statement of Proposal on our website.

Take our quick survey



Learn more and tell us what you think. Scan the code or visit haveyoursay.at.govt.nz/trafficbylaw

Feedback closes on 4 December 2024



You can also get in touch by email
trafficbylaw@at.govt.nz or call **09 355 3553**



**Kōrero mai
Have
your
say**

We're updating Auckland's traffic-related bylaws

**Have your say by
4 December 2024**

What are traffic-related bylaws?

Traffic-related bylaws help us **move, drive and park easily around the city** by setting clear rules that apply to all types of vehicles (including cars, buses, and bikes). Having these rules keeps Auckland's transport network **safe, effective and efficient**.

Auckland Transport (AT) and Auckland Council (AC) have the power to make bylaws in Auckland.

Auckland's traffic-related rules are currently spread across three bylaws: the **AT Traffic Bylaw 2012**, **AC Traffic Bylaw 2015** and **AC Public Safety and Nuisance Bylaw 2013**.

Why are we updating them?

We have reviewed our traffic-related bylaws to ensure they're fit for purpose and align with legislation. As a result, we're proposing some changes to make the rules easier to access and understand.

How will this affect me?

The proposed bylaw updates will not change the way you are currently allowed to drive, park and move around Auckland.

The aim of the changes is to make the rules easier to access and understand by **clarifying** and **simplifying** them. This will allow AT and AC to respond to issues raised by the community more efficiently.

If AT or AC want to make a change in a specific area (e.g. painting broken yellow lines on a narrow road), it would still require an additional approval process (called a resolution).

How to have your say

Please give your feedback by **4 December 2024** using the survey on our website, or by returning this feedback form via NZ Post.

Visit haveyoursay.at.govt.nz/trafficbylaw or contact us at trafficbylaw@at.govt.nz

Drop-in sessions

- Waitākere Central Library, 12 November, 10am to 12pm
 - Manukau Library, 14 November, 11am to 1pm
 - Central City Library, 19 November, 11am to 1pm
 - Albany Village Library, 21 November, 1pm to 3pm
 - Online, 26 November, 5.30pm to 6.30pm
- Please see our website for more details.

Panel hearing (in-person and online)

If you would also 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.



Scan the QR code to learn more and tell us what you think.

If you need help with completing the survey, please email or call us on **(09) 355 3553** to book an appointment with someone to help you fill in the feedback form over the phone.

For more information, the full Statement of Proposal (including the full draft of the proposed Vehicle Use and Parking Bylaw 2025), is available on our website. Physical copies can be found at Auckland Council libraries.



We're updating Auckland's traffic-related bylaws

Have your say by

4 December 2024



We're proposing a new Vehicle Use and Parking Bylaw

This would consolidate the three current traffic-related bylaws into a one-stop-shop bylaw which will cover all rules about vehicle use and parking in Auckland.

The new bylaw will replace the **Auckland Transport Traffic Bylaw 2012**, and the **Auckland Council Traffic Bylaw 2015**. It will also absorb the rules about driving and parking in parks and on beaches from clause 16 of the Auckland Council Public Safety and Nuisance Bylaw 2013.



Why create a single joint bylaw?

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."

One joint traffic bylaw will clarify and simplify the rules about vehicle use and parking in Auckland. This will make 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.

Updates and improvements

The Land Transport Act 1998 gives AT and AC a toolbox of powers. Some of these powers need to be written into a bylaw before they can be used locally.

As bylaws are reviewed approximately once every ten years, it's important to review how they are working as the problems they are designed to solve can change over time.

We're proposing some changes to help us better respond to current and future issues with:

- 1. Vehicles on beaches:** we're proposing to move the rules from the Public Safety and Nuisance bylaw to the new Vehicle Use and Parking bylaw. There will be no changes to the existing rules about vehicles on beaches, rather the change will allow us to more efficiently and consistently address unsafe driving and unauthorised parking.
- 2. Heavy vehicle use and parking:** we're proposing to add the tools available under the Land Transport Act 1998 to the bylaw. This includes the ability to limit heavy vehicles from parking in areas where they are causing problems for the community (e.g. where they are blocking visibility).
- 3. Parking vehicles off a roadway:** to increase certainty about where parking is not allowed, we're proposing to define 'off a roadway' more clearly. This will allow us to respond faster in areas where the community has told us there is a problem (e.g. where parking is causing safety concerns at a local park, or damaging utilities under a berm).

Making bylaws easier to understand

It's important for Auckland's bylaws, strategies, and policy documents to be clear and consistent. The following proposed changes do not introduce any new rules or powers. They clarify existing rules and make bylaws easier to understand. These include:

1. Distinguishing between bus lanes, busways, busway stations, and park and rides, and clarifying who can use them.
2. Referring to resident parking schemes using the same language as Auckland's Parking Strategy.
3. Clarifying how we temporarily manage driving and parking for special events like parades, festivals, and markets.

Removing rules we no longer need

- We're proposing to remove these unnecessary rules:
- Regulating the priority among users of a cycle or shared path, as it has not been effective.
 - The establishment of shared zones, parking zones, parking places, and transport stations, as a bylaw is not required to create them.
 - Setting of new speed limits, as they can no longer be set through a bylaw.

Tidying up Auckland's bylaws

Some rules in the existing traffic bylaws are better aligned with or already covered by other bylaws or legislation. We're proposing to remove these rules from the proposed Vehicle Use and Parking Bylaw:

- Vehicles parked to advertise a sale
- Abandoned or broken-down vehicles
- Machinery or goods left on roads and public places
- Repairing or modifying vehicles on a road or public place

To view a full list of the proposed changes in detail, please refer to the Statement of Proposal on our website.

We're also proposing supporting changes to other bylaws

To support the new bylaw, we also need to make some amendments to other bylaws by changing the:

AT Activities in the Road Corridor Bylaw 2022 to

- Hold individuals and businesses responsible for repairing any damage they cause to public roads or footpaths during building work on private property.
- Move the rule about repairing or modifying vehicles on a road or public place into this bylaw.

AC and AT Signs Bylaw 2022 to

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

AC Public Safety and Nuisance Bylaw 2013 to

- Remove the clause about parking and driving in parks and on beaches (as it is moving into the new joint bylaw).
- Clarify the rules about abandoned and broken-down vehicles, machinery or goods left on the road or public places and repairing or modifying vehicles on a road or public place.

Feedback form

Auckland Transport and Auckland Council propose creating a simple, single joint AT and AC bylaw for 13 rules:

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

Do you have any concerns about moving these rules into a single AT and AC bylaw?

- ☐ Yes
☐ No

Let us know your comments (optional):

Next, AT and AC propose make minor changes to 6 topics in the proposed joint Bylaw:

- Update the vehicles on beaches rules to streamline enforcement and ensure consistent rules for both AT and AC
- Add heavy vehicle regulations from the Land Transport Act 1998
- Define "off roadway parking" as parking on berms, in public parks, or any areas deliberately planted with grass or plants, and require only a sign for enforcement
- Clarify busways and busway stations as different to bus lanes & stops, and park and rides as parking for people using public transport
- Update the language around resident parking areas to Resident Parking Zones
- Provide more detail about temporary parking and traffic control for special events

Do you have any comments on the proposed changes? Tell us below.

Six rules would be removed from the traffic-related bylaw, but remain in other laws and bylaws:

- Establishing shared zones, parking zones, parking places, and transport stations
- Speed limits on Council-controlled land
- Parking for display or sale
- Broken down vehicles on a road or public place
- Leaving machinery or goods on a road or public place
- Repairing or modifying vehicles on a road in a public place

One rule would be removed entirely from Auckland's bylaws as it is ineffective:

- Priority between users on cycle paths or shared paths

Do you have any comments on the proposed changes? Tell us below

These changes require minor changes to other existing bylaws:

Activities in the Road Corridor Bylaw 2022

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

Signs Bylaw 2022

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

Public Safety and Nuisance Bylaw 2013

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

Do you have any comments on the proposed changes? If yes, tell us below.

Contact information

Name:

Suburb:

Email:

Local Board:

What age group do you belong to?

- | | |
|--|--------------------------------|
| ☐ 14 or younger | ☐ 45-54 |
| ☐ 15-24 | ☐ 55-64 |
| ☐ 25-34 | ☐ 65-74 |
| ☐ 35-44 | ☐ 75+ |

Which ethnic group(s) do you identify with? Select all that apply.

- | | |
|--|--|
| ☐ NZ European or Pākehā | ☐ Other Pacific ethnicities |
| ☐ Māori | ☐ Other European |
| ☐ Samoan | ☐ Latin American |
| ☐ Tongan | ☐ Indian |
| ☐ Cook Island Māori | ☐ Middle Eastern |
| ☐ Chinese | ☐ African |
| ☐ Other Asian | ☐ Another group: <hr/> |

What gender do you identify as?

- ☐ Male
- ☐ Female
- ☐ Another gender
- ☐ I prefer not to say

Are you mana whenua o Tāmaki Makaurau? If so, let us know your iwi/hapū.

FreePost Authority No. 233462

ATTN: Traffic-related Bylaws Team
Auckland Transport
Private Bag 92250
Victoria Street West
Auckland 1142



Have your say on improving the traffic-related bylaws

From **4 November to 4 December 2024**, Auckland Transport (AT) and Auckland Council (AC) invites the public to have their say on a proposal to consolidate, clarify, and simplify Auckland's traffic-related bylaws.

The below proposals will not change the way you are currently allowed to drive, park and move around Auckland.

The main proposal is to:

- Combine the **AT Traffic Bylaw 2012**, the **AC Traffic Bylaw 2024**, and clause 16 (concerning **vehicles on parks and beaches**) of the AC Public Safety and Nuisance Bylaw 2013 into a single, consolidated **Vehicle Use and Parking Bylaw 2025**.

This proposed new bylaw will cover topics currently in three different bylaws relating 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.

Further changes are proposed within the new Vehicle Use and Parking Bylaw 2025 to help us respond to current and future issues:

- Moving the rules about **vehicles on parks and beaches** from the Public Safety and Nuisance bylaw to the new Vehicle Use and Parking bylaw. There will be no changes to the existing rules about vehicles on parks and beaches, rather the change will allow us to more efficiently enforce any unsafe driving and unauthorised parking.
- Adding the tools available under the Land Transport Act 1988 regarding **heavy vehicle use and parking** to the bylaw. This includes the ability to restrict heavy vehicles from parking in areas where they are causing problems for the community (e.g. where they are blocking visibility).
- Define 'off a roadway' more clearly to increase certainty about where parking is prohibited. This will allow us to install signage and begin enforcement faster in areas where the community has told us there is a problem (e.g. where parking is causing safety concerns at a local park, or damaging utilities under a berm)

Some proposed changes do not introduce any new rules or powers, and aim to clarify existing rules, such as:

- Distinguishing between bus lanes, busways, busway stations, and park and rides, and clarifying who can use them.
- Referring to resident parking schemes using the same language as Auckland's Parking Strategy.
- Clarifying how we temporarily manage driving and parking for special events like parades, festivals, and markets.

We are also proposing to tidy up the bylaws by moving or removing clauses that are better suited or already in other bylaws, or do not need to be in a bylaw.

To support the proposed Vehicle Use and Parking Bylaw 2025, we are proposing supporting amendments to other bylaws. These are the AT Activities in the Road Corridor Bylaw 2022, the AC Public Safety and Nuisance Bylaw 2013, AC and AT Signs Bylaw 2022, to address road damage caused by building work and regulate certain activities involving vehicles (like advertising, sale, repair or disrepair) and things left on roads.

If you would like to present your views to a panel of decision-makers in-person or via audio-visual link, please call **09 355 3553** or email **trafficbylaw@at.govt.nz** 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.



Please visit our website at haveyoursay.at.govt.nz/trafficbylaw for more information or to submit your feedback. You may also find information your local Auckland Council library.

