

I hereby give notice that an ordinary meeting of the Henderson-Massey Local Board will be held on:

Date: Tuesday, 18 February 2025
Time: 4.00pm
Meeting Room: Council Chamber
Venue: Civic Building L2
1 Smythe Road
Henderson

Henderson-Massey Local Board

OPEN AGENDA

MEMBERSHIP

Chairperson	Chris Carter
Deputy Chairperson	Dr Will Flavell
Members	Brenda Brady, JP Peter Chan, JP Dan Collins Oscar Kightley Brooke Loader Ingrid Papau

(Quorum 4 members)

Liam Courtney
Democracy Advisor

13 February 2025

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1 Nau mai | Welcome

2 Ngā Tamōtanga | Apologies

At the close of the agenda no apologies had been received.

3 Te Whakapuaki i te Whai Pānga | Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

Member	Organisation	Position
Chris Carter (Chair)	1. St Lazarus Trust 2. Waitākere Badminton Club	Member Member
Peter Chan, JP	1. Cantonese Opera Society of NZ 2. Asian Leaders Forum 3. NZ-Hong Kong Business Association 4. NZ-China Business Association 5. Te Whau Pathway Environmental Trust	Member Member Member Member Trustee
Dan Collins	1. Rānui Action Project	Chair
Dr Will Flavell (Deputy Chair)	1. Asia New Zealand Leadership Network 2. Te Atatū Tennis Club 3. Waitākere Literacy Board 4. Te Kura	Member Board Member Board Member Member
Brooke Loader	1. Waitākere Licensing Trust 2. UDL Energy Complaints Scheme Advisory 3. Neighbourhood Support 4. Te Atatū Glendene Community Patrol 5. Real Estate Authority New Zealand	Member Member Member Volunteer Member
Ingrid Papau	1. Liberty Impact Community Trust 2. #WeLoveTuvalu Community Trust 3. Neighbourhood Support 4. Liberty Church 5. Rutherford Primary Board of Trustees	Board Member Member Street Contact Member Member

Member appointments

Board members are appointed to the following bodies. In these appointments the board members represent Auckland Council:

External organisation	Lead	Alternate
Massey Matters	Will Flavell	Peter Chan
Central Park Henderson Business Association	Chris Carter	Dan Collins
Heart of Te Atatū South	Brooke Loader	Brenda Brady
Ranui Advisory Group	Dan Collins	Brooke Loader
Te Atatū Peninsula Business Association	Ingrid Papau	Brenda Brady
Waitākere Ethnic Board	Peter Chan	Brooke Loader
Waitākere Healthlink	Ingrid Papau	Brenda Brady
Te Whau Pathway Environmental Trust	Chris Carter	Dan Collins

4 Te Whakaū i ngā Āmiki | Confirmation of Minutes

That the Henderson-Massey Local Board:

- a) whakaū / confirm the ordinary minutes of its meeting, held on Tuesday, 3 December 2024, including the confidential section, as true and correct.

5 He Tamōtanga Motuhake | Leave of Absence

At the close of the agenda no requests for leave of absence had been received.

6 Te Mihi | Acknowledgements

6.1 Acknowledgement: Volunteer Awards

That the Henderson-Massey Local Board:

- a) acknowledge the following individuals in our community who contribute to the well-being of residents through their volunteering or other community work:
 - i) Te Atatū Marae Coalition Trust Board and Te Atatū Marae Whanau Committee
 - ii) Jenni Coop

7 Ngā Petihana | Petitions

At the close of the agenda no requests to present petitions had been received.

8 Ngā Tono Whakaaturanga | Deputations

Standing Order 7.7 provides for deputations. Those applying for deputations are required to give seven working days notice of subject matter and applications are approved by the Chairperson of the Henderson-Massey Local Board. This means that details relating to deputations can be included in the published agenda. Total speaking time per deputation is ten minutes.

8.1 Deputation: Crescendo update

Te take mō te pūrongo

Purpose of the report

1. To receive a deputation on youth mentoring programmes and studio services from Cat Percy, on behalf of Crescendo.

Whakarāpopototanga matua

Executive summary

2. To provide an update on Crescendo's move to Henderson and the youth mentoring programmes and studio services they provide.

Ngā tūhonga

Recommendation/s

That the Henderson-Massey Local Board:

- a) whiwhi / receive the presentation and thank Cat Percy, from Crescendo for her attendance.

8.2 Deputation: Multi-purpose indoor net facility at Te Atatū Park

Te take mō te pūrongo

Purpose of the report

1. To receive a deputation on a proposal to build multi-purpose indoor net facility at Te Atatū Park from Danny O'Donnell, Jay Changlani, Greg Hills and Mabel Todd.

Whakarāpopototanga matua

Executive summary

2. To discuss a proposal to build multi-purpose indoor net facility at Te Atatū Park. The facility is intended to provide for various sports and recreational activities, particularly indoor cricket, soccer, rugby league, kabaddi and karate.

Ngā tūhonga

Recommendation/s

That the Henderson-Massey Local Board:

- a) whiwhi / receive the presentation and thank Danny O'Donnell, Jay Changlani, Greg Hills and Mabel Todd for their attendance.

8.3 Deputation: Waitākere Rebels Volleyball

Te take mō te pūrongo

Purpose of the report

1. To receive a deputation on Waitākere Rebels Volleyball from Red Viliamu, Danny O'Donnell and Jamie Lane (Sport Waitākere).

Whakarāpopototanga matua

Executive summary

2. To introduce Waitākere Rebels Volleyball and the positive impact physical activity has within the community. The organisation would also like to explore potential venues to use for volleyball in the local board area.

Ngā tūtohunga

Recommendation/s

That the Henderson-Massey Local Board:

- a) whiwhi / receive the presentation and thank Red Viliamu, Danny O'Donnell and Jamie Lane for their attendance.

8.4 Deputation: History board at Kelvin Strand, Te Atatū Peninsula

Te take mō te pūrongo

Purpose of the report

1. To receive a deputation on erecting a history board at Kelvin Strand, Te Atatū Peninsula from Daniel Than.

Whakarāpopototanga matua

Executive summary

2. To discuss the possibility of Auckland Council erecting a board containing information about the history of the land and how Kelvin Strand was named.

Ngā tūtohunga

Recommendation/s

That the Henderson-Massey Local Board:

- a) whiwhi / receive the presentation and thank Daniel Than for his attendance.

8.5 Deputation: Te Pou Theatre update

Te take mō te pūrongo Purpose of the report

1. To receive a deputation on Te Pou Theatre from Amber Curreen and Alice Kenealy.

Whakarāpopototanga matua Executive summary

2. To provide an update from Te Pou Theatre on the past two years of operation in the newly renovated Shed 1 at Corban Estate Arts centre and to present the outcomes of their operation and vision for the future.

Ngā tūtohunga Recommendation/s

That the Henderson-Massey Local Board:

- a) whiwhi / receive the presentation and thank Amber Curreen and Alice Kenealy for their attendance.

9 Te Matapaki Tūmatanui | Public Forum

A period of time (approximately 30 minutes) is set aside for members of the public to address the meeting on matters within its delegated authority. A maximum of three minutes per speaker is allowed, following which there may be questions from members.

At the close of the agenda no requests for public forum had been received.

10 Ngā Pakihi Autaia | Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public,-
 - (i) The reason why the item is not on the agenda; and
 - (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

- (a) That item may be discussed at that meeting if-

- (i) That item is a minor matter relating to the general business of the local authority; and
 - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

Ward Councillors' Update

File No.: CP2025/00365

Te take mō te pūrongo Purpose of the report

1. To receive a verbal update from the Waitākere Ward Councillors.

Whakarāpopototanga matua Executive summary

2. A period of 10 minutes has been set aside for the Waitākere Ward Councillors to have an opportunity to update the Henderson-Massey Local Board on regional matters.

Ngā tūtohunga Recommendation/s

That the Henderson-Massey Local Board:

- a) whakamihi / thank Councillors Shane Henderson and Ken Turner for their verbal update.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

Authors	Laura Hopkins - Democracy Advisor
Authorisers	Adam Milina - Local Area Manager

Approval for three new public road names and the extension of three existing public road names at 104 Fred Taylor Drive, Whenuapai (Development Stage 2)

File No.: CP2025/00460

Te take mō te pūrongo Purpose of the report

1. To seek approval to name three new public roads and name the extension of three public roads, created by way of a subdivision development at 104 Fred Taylor Drive, Whenuapai.

Whakarāpopototanga matua Executive summary

2. The Auckland Council Road Naming Guidelines set out the requirements and criteria of the council for proposed road names. The guidelines state that where a new road needs to be named as a result of a subdivision or development, the developer shall be given the opportunity to suggest their preferred new road name/s for the local board's approval.
3. The developer and applicant, New South Development Limited, has proposed the names presented below for consideration by the local board.
4. The proposed road name options have been assessed against the guidelines and the Australian & New Zealand Standard, Rural and Urban Addressing, AS NZS 4819:2011 and the Guidelines for Addressing in-fill Developments 2019 – LINZ OP G 01245. The technical matters required by those documents are considered to have been met and the proposed names are not duplicated elsewhere in the region or in close proximity. Mana whenua have been consulted in the manner required by the guidelines.
5. The proposed names for the new public roads at 104 Fred Taylor Drive, Whenuapai are:

	Applicant's Preference	Alternatives
Road 1	Tarapuka Road (extension of existing road)	None.
Road 2	Mahogany Street (extension of existing road)	None.
Road 3	Kiekie Street (extension of existing road)	None.
Road 4	Marata Street	Dianella Street
Road 5	Coprosma Street	Phormium Street
Road 6	Tūturi Street	Kākābeak Street Toropapa Street Karapapa Street

Ngā tūtohunga Recommendation/s

That the Henderson-Massey Local Board:

- a) whakaae / approve as follows names for the extension of three public roads created by way of subdivision undertaken by New South Development Limited at 104 Fred Taylor Drive, Whenuapai, in accordance with section 319(1)(j) of the Local Government Act 1974 (resource consent references BUN60419881, SUB60419883, road naming reference RDN90120734).
- i. Tarapuka Road (Road 1)
 - ii. Mahogany Street (Road 2)
 - iii. Kiekie Street (Road 3).
- b) whakaae / approve the following names for the three new public roads below created by way of subdivision undertaken by New South Development Limited at 104 Fred Taylor Drive, Whenuapai, in accordance with section 319(1)(j) of the Local Government Act 1974 (resource consent references BUN60419881, SUB60419883, road naming reference RDN90120734).
- iv. Marata Street (Road 4)
 - i. Coprosma Street (Road 5)
 - ii. Tūturi Street (Road 6).

Horopaki Context

6. Resource consent reference BUN60419881 (subdivision reference number SUB60419883) was issued in April 2024 for the construction of 163 dwellings, subdivision and new public roads to serve the development.
7. The site and location plans of the development can be found in Attachment A and B to the agenda report.
8. In accordance with the standards, every public road and any private way, commonly owned access lot (COAL), or right of way, that serves more than five lots generally requires a new road name in order to ensure safe, logical and efficient street numbering.
9. Therefore, in this development, the new public roads require a name. The roads to be named can be seen in Attachment A.

Tātaritanga me ngā tohutohu Analysis and advice

10. The Auckland Council Road Naming Guidelines (the guidelines) set out the requirements and criteria of the council for proposed road names. These requirements and criteria have been applied in this situation to ensure consistency of road naming across the Auckland region. The guidelines allow that where a new road needs to be named as a result of a subdivision or development, the subdivider/developer shall be given the opportunity to suggest their preferred new road name/s for the local board's approval.
11. The guidelines provide for road names to reflect one of the following local themes with the use of Māori names being actively encouraged:
 - a historical, cultural, or ancestral linkage to an area; or
 - a particular landscape, environmental or biodiversity theme or feature; or
 - an existing (or introduced) thematic identity in the area.

Theme: The theme for the proposed names is native vegetation.

	Proposed name	Meaning (as described by applicant)
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Road 1	Tarapuka Road (applicant's preference)	n/a – existing road names proposed to be extended.
Road 2	Mahogany Street (applicant's preference)	
Road 3	Kiekie Street (applicant's preference)	
Road 4	Marata Street (applicant's preference)	Botanical name from native vegetation from the Waitakere ranges.
Road 5	Coprosma Street (applicant's preference)	Botanical genus name from native vegetation within the local area.
Road 6	Tūturi Street (applicant's preference)	Botanical genus name from native vegetation within the local area.
Roads 4, 5 & 6 – Alternative Names	Dianella Street (alternative)	Botanical genus name from native vegetation within the local area.
	Phormium Street (alternative)	Botanical genus name from native vegetation.
	Kākābeak Street (alternative)	Botanical name from native vegetation.
	Toropapa Street (alternative)	Botanical name from native vegetation.
	Karapapa Street (alternative)	Botanical name from native vegetation.

12. **Assessment:** All the name options listed in the table above have been assessed by the council's Subdivision Specialist team to ensure that they meet both the guidelines and the standards in respect of road naming. The technical standards are considered to have been met and duplicate names are not located in close proximity. It is therefore for the local board to decide upon the suitability of the names within the local context and in accordance with the delegation.
13. **Confirmation:** Land Information New Zealand (LINZ) has confirmed that all of the proposed names are acceptable for use at this location.
14. **Road Type:** 'Road' and 'Street' are acceptable road types for the new public roads, suiting their form and layout.
15. **Consultation:** Mana whenua were consulted in line with the processes and requirements described in the guidelines. Additional commentary is provided in the Tauākī whakaaweawe Māori section that follows.

Tauākī whakaaweawe āhuarangi Climate impact statement

16. The naming of roads has no effect on climate change. Relevant environmental issues have been considered under the provisions of the Resource Management Act 1991 and the associated approved resource consent for the development.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

17. The decision sought for this report has no identified impacts on other parts of the Council group. The views of council-controlled organisations were not required for the preparation of the report's advice.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

18. The decision sought for this report does not trigger any significant policy and is not considered to have any immediate local impact beyond those outlined in this report.

Tauākī whakaaweawe Māori Māori impact statement

19. To aid local board decision making, the guidelines include an objective of recognising cultural and ancestral linkages to areas of land through engagement with mana whenua, particularly through the resource consent approval process, and the allocation of road names where appropriate. The guidelines identify the process that enables mana whenua the opportunity to provide feedback on all road naming applications and in this instance, the process has been adhered to.
20. On 20 August and 9 September 2024, the applicant's agent sought feedback on names proposed from the representatives of the following groups with an interest in the general area:
- Ngāti Pāoa (Ngāti Paoa Iwi Trust)
 - Ngāti Te Ata (Te Ara Rangatu o Te Iwi o Ngāti Te Ata Waiohua)
 - Ngāti Whātua o Kaipara
 - Ngāti Whātua Ōrākei
 - Te Ākitai Waiohua (Te Ākitai Waiohua Iwi Authority)
 - Te Kawerau ā Maki
 - Te Rūnanga o Ngāti Whātua.
21. Following feedback received from LINZ, the names originally proposed were amended. The new names (that are currently proposed) were again sent to the groups listed above on November 26th, 2024, for feedback.
22. To date, no response has been received. Dependent on the scale of a development and its level of significance, not all road naming applications receive feedback from mana whenua. The applicant now wishes to continue to a decision from the local board.
23. This site is not listed as a site of significance to mana whenua.

Ngā ritenga ā-pūtea Financial implications

24. The road naming process does not raise any financial implications for the council.
25. The applicant has responsibility for ensuring that appropriate signage will be installed accordingly once approval is obtained for the new road names.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

26. There are no significant risks to council as road naming is a routine part of the subdivision development process, with consultation being a key component of the process.

Ngā koringa ā-muri

Next steps

27. Approved road names are notified to LINZ which records them on its New Zealand wide land information database. LINZ provides all updated information to other users, including emergency services.

Ngā tāpirihanga

Attachments

No.	Title	Page
A	Report Attachment A - Site Plan	19
B	Report Attachment B - Location Map	21

Ngā kaihaina

Signatories

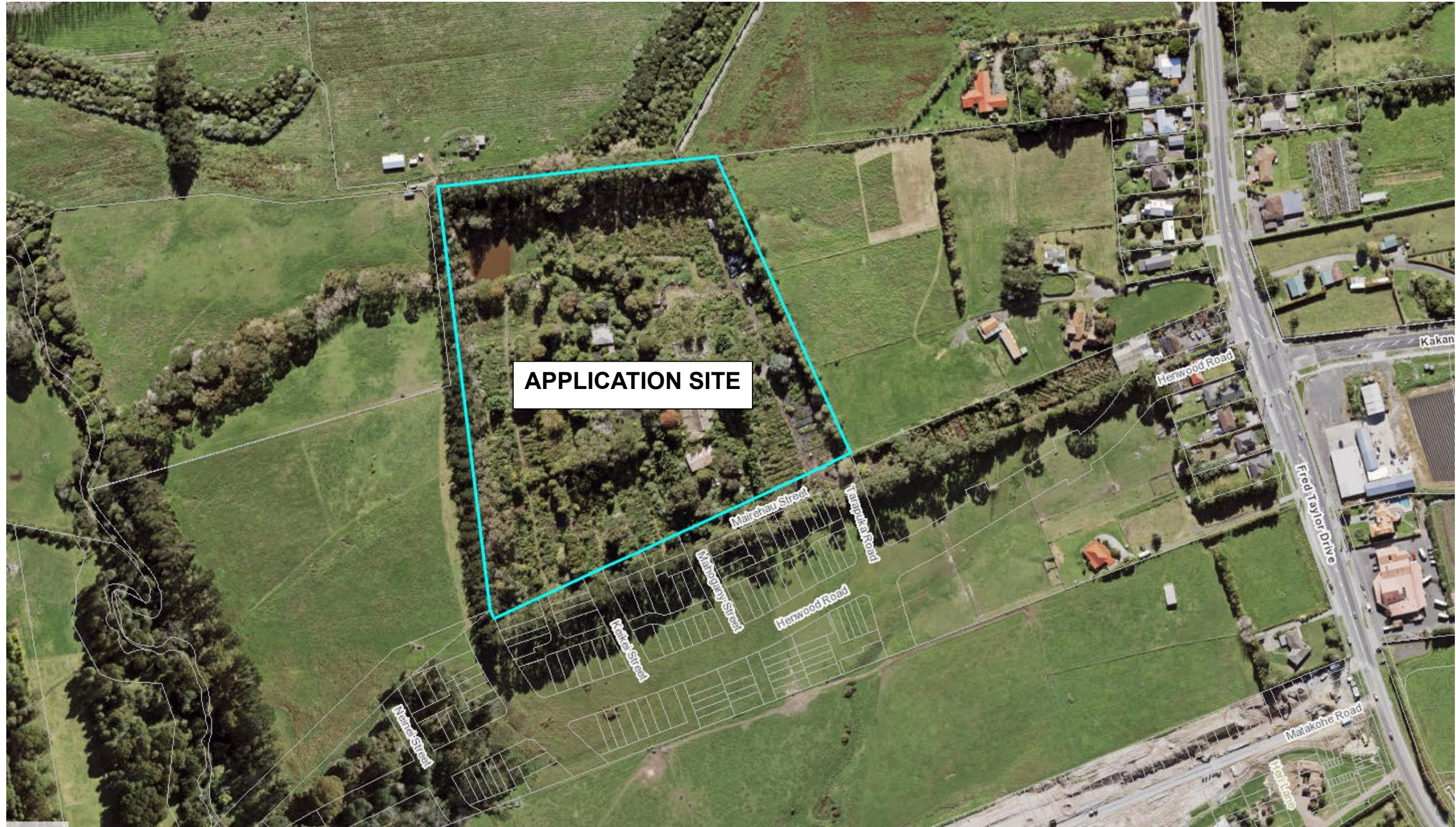
Authors	Amy Cao - Subdivision Advisor
Authorisers	Trevor Cullen - Team Leader Subdivision Adam Milina - Local Area Manager

Site Plan for 104 Fred Taylor Drive, Whenuapai (Development Stage 2)

LEGEND	
	Road 1
	Road 2
	Road 3
	Road 4
	Road 5
	Road 6



Location Map for 104 Fred Taylor Drive, Whenuapai (Development Stage 2)



Local board views on proposed plan change 106 for filming on Sites and Places of Significance to Mana Whenua

File No.: CP2025/00458

Item 13

Te take mō te pūrongo

Purpose of the report

1. To seek local board views on proposed plan change 106 (PC 106) which identifies temporary filming activities on Sites and Places of Significance to Mana Whenua (SPSMW) on public places as a permitted activity.

Whakarāpopototanga matua

Executive summary

2. Decision-makers (independent commissioners) on a plan change to the Auckland Unitary Plan (AUP) must consider local boards' views on the plan change, if the local boards choose to provide their views.
3. The purpose of PC 106 is to identify temporary filming activities on SPSMW in council-controlled public places as a permitted activity (i.e. no resource consent required). A film permit will still be required under the Te Ture ā-Rohe Tauhokohoko Whakahaerenga me te Tango Kiriata Tūmatanui 2022 Public Trading, Events and Filming Bylaw 2022 (the Bylaw).
4. A local board can present local views when expressed by the whole local board. This report provides the mechanism for the local board to resolve and provide its views on PC 106. Staff do not recommend what view the local board should convey.
5. Local boards received a memorandum on the draft plan change before it was finalised and notified for submissions. The submission and further submissions periods have closed. A total of 10 submissions were received, and no further submissions were received. The key themes of the submissions are support from screen industry, opposition to PC 106 unless amendments are made, and the application of PC 106 to Tūpuna Maunga Authority administered land.
6. This report seeks the views of the local board on proposed plan change 106. Next steps involve incorporating local board resolutions on proposed plan change 106 into the section 42A hearing report. Appointed local board members will be notified and invited to present their views at the hearing.

Ngā tūtohunga

Recommendation/s

That the Henderson-Massey Local Board:

- a) whakarite / provide its views on proposed plan change 106
- b) kopou / appoint a local board member to speak to the local board views at a hearing on proposed plan change 106
- c) tautapa / delegate authority to the chairperson of the Henderson-Massey Local Board to make a replacement appointment in the event the local board member appointed in resolution b) is unable to attend the plan change hearing.

Horopaki Context

Decision-making authority

7. Local boards are responsible for communicating the interests and preferences of people in its area regarding the content of Auckland Council's strategies, policies, plans, and bylaws. Local boards provide their views on the content of these documents. Decision-makers must consider local boards' views when deciding the content of these policy documents (ss15-16 Local Government (Auckland Council) Act 2009).
8. A plan change will be included in the AUP if it is approved. Local boards must have the opportunity to provide their views on council-initiated plan changes.
9. If the local board chooses to provide its views, the reporting planner will include those views verbatim, and address them, along with issues raised by submitters, in the subsequent hearing report prepared under section 42A of the Resource Management Act 1991 (RMA).
10. A local board member, appointed by resolution, may present the local board's views at the hearing of submissions by commissioners, who then make decisions on the proposed plan change.
11. This report provides an overview of PC 106, and a summary of the key themes from submissions. The report author cannot advise the local board on what its views should be.

Tātaritanga me ngā tohutohu Analysis and advice

Plan change overview

12. The purpose of PC 106 is to remove the requirement for a resource consent by identifying temporary filming activities as a permitted activity in the AUP. Filming activities will still require a Film Permit from Screen Auckland (the regional film office for Auckland, based within Tātaki Auckland Unlimited) in accordance with the Bylaw. Currently, there is duplication of process for filming, as it requires both a resource consent to comply with the AUP and a film permit to comply with the Bylaw.
13. Amendments to AUP Chapter D21 Sites and Places of Significance to Mana Whenua are proposed to identify temporary filming activities (up to 30 days) as a permitted activity on SPSMW that are also public places. This status is subject to a standard that requires no land disturbance, that filming is undertaken in accordance with a site plan, and that it complies with any special conditions approved under the Auckland Council Film Permit. No changes are proposed to Schedule 12 of the AUP, which lists the SPSMW.
14. The film permit process ensures that filming activities respect the cultural values of the SPSMW and follow appropriate tikanga, while enabling people and communities to provide for their social, economic, and cultural well-being to achieve sustainable management.
15. Cultural values and mana whenua associations with SPSMW are protected and enhanced through the film permit process by requiring direct engagement with mana whenua and their participation in decision-making. This ensures that appropriate tikanga is considered, site plans and/or special conditions are applied where necessary, access for customary activities (i.e. mahinga kai) can be identified, and restricted areas, where toilets or food preparation must be avoided, are implemented to protect wāhi tapu and any tangible and/or intangible values of sites and places.
16. Supporting documentation is available from council's website at:
<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/Pages/details.aspx?UnitaryPlanId=272>.

17. Council's reporting planner will prepare a section 42A report for PC 106 for consideration by the independent hearings commissioners that evaluates and reports on:
- the contents of PC 106
 - submissions (noting that no further submissions were received)
 - views and preferences of the local board, if the local board passes a resolution.

Themes from submissions received

18. Submissions were made by 10 people. Nine submissions were supportive, one was in opposition, and no submissions were neutral. Key submission themes are listed below.
- Support from the screen industry
 - Oppose the plan change unless amendments are made
 - Application of PC 106 to Tūpuna Maunga administered land.

Support from the screen industry

19. Several submissions supporting PC 106 are from members of the screen industry, seeking that it be approved without any amendments. Some clarification is also sought regarding what qualifies as "disturbance", as AUP Standard D21.6.4(1)(b) provides for filming activities as a permitted activity as long as it does not involve "land disturbance".

Oppose subject to amendments

20. One submitter (Ngāti Whātua Ōrākei) opposes PC 106 unless amendments are made to recognise the hapū or iwi with the strongest relationship to the filming location. Specific provisions are sought to be retained or removed to better reflect local hapū and iwi acknowledgement.

Application of PC 106 to Tūpuna Maunga Authority administered land

21. PC 106 currently excludes land administered by Tūpuna Maunga Authority. The Tūpuna Maunga Authority seeks amendments to PC 106 to enable temporary filming as a permitted activity on land it administers.
22. Information on individual submissions and the summary of all decisions requested by submitters is available from council's website:
<https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-106-sdr-and-subs.pdf>

Tauākī whakaaweawe āhuarangi Climate impact statement

Context

23. Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan sets out Auckland's climate goals:
- to adapt to the impacts of climate change by planning for the changes we will face (climate adaptation)
 - to reduce greenhouse gas emissions by 50 per cent by 2030 and achieve net zero emissions by 2050 (climate mitigation).
24. Both of council's climate goals (climate adaptation and climate mitigation) are relevant and align with the requirement for RMA decision-makers to:
- have particular regard to the effects of climate change (section 7(i) RMA), and
 - have regard to any emissions reduction plan and any national adaptation plan prepared under the Climate Change Response Act 2002 (section 74(2) RMA) when preparing or changing a district plan.

25. Consequently, any local board views on climate adaptation and/or climate mitigation will be considered by the independent hearing commissioners when hearing submissions on PC 106.

Local board views - climate

26. The following prompts are included to assist the local board in forming any view (should it wish to do so) regarding climate mitigation and/or adaptation:
- How will PC 106 affect greenhouse gas emissions, if at all?
 - How will PC 106 affect private motor vehicle trips, connections to and availability of public transport, walking and cycling infrastructure, if at all?
 - Will climate risks, such as flooding, increased heat, coastal erosion, or extreme weather events be neutral, alleviated or elevated by PC 106?

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

27. No council groups have submitted on PC 106. The following council groups were consulted and provided an opportunity to provide feedback on the draft plan change:
- a) Māori Heritage Team
 - b) Resource Consents
 - c) Auckland Transport.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

28. The purpose of PC 106 is to enable temporary filming activities on SPSMW in public places without the need for a resource consent.
29. A total of 18 out of the 21 local boards currently have SPSMW in public places that would be covered by PC 106 (noting that additional sites will be added over time). In terms of film permit applications, local boards are responsible for landowner approval for local parks and are notified of any film permit applications. This will not change.
30. Local boards have been kept informed of PC 106 as it has developed with memorandums in November 2022 and September 2024.
31. Factors the local board may wish to consider in formulating its view:
- interests and preferences of people in the local board area
 - well-being of communities within the local board area
 - local board documents, such as local board plan, local board agreement
 - responsibilities and operation of the local board.
32. The decision-maker will consider local board views, if provided, when deciding on PC 106.

Tauākī whakaaweawe Māori Māori impact statement

33. Council is required to consult with iwi authorities when preparing a plan change. The plan change has been developed in consultation with the 19 iwi authorities (mana whenua) through a series of engagements since December 2022. This engagement has occurred through pānui updates, engagement summary reports, kānohi ki te kānohi hui, collaborative working group hui, emails and telephone calls.

34. Prior to notifying PC 106 the following positions of mana whenua were understood:
- 11 support in principle a plan change
 - 1 generally supports PC 106 subject to amendments; otherwise, opposes
 - 3 have not provided formal feedback, but comments made by them have been considered
 - 2 do not oppose PC 106
 - 1 defers to others
 - 1 prefers kaupapa to go through the Mana Whenua Forum.
35. Feedback from mana whenua on PC 106 supports an approach that provides for filming in public places as a permitted activity with permitted standards, and for mana whenua to have an increased role in decision-making for activities occurring on SPSMW. The importance of not undermining the SPSMW in AUP Schedule 12 and the provisions in AUP Chapter D21 was also emphasised as protection of the values of sites and places. All sites have their own pūrākau (stories), and iwi/hapū have individual tikanga for these sites.
36. Feedback from mana whenua directly informed the wording of PC 106. The only feedback not incorporated into PC 106 relates to amendments sought to recognise the 'local' or 'appropriate' iwi.
37. Ngāti Whātua Ōrākei is the only iwi that submitted on PC 106. Their submission seeks that Ngāti Whātua Ōrākei's ahi kā and mana whenua status within the 'heartland' of their rohe is recognised and provided for in the relevant amendments that are proposed to AUP Chapter D21 through PC 106. They also seek that their reo and identity is seen, heard and provided for in any filming on sites and places of significance that Ngāti Whātua Ōrākei are the tangata whenua. Ngāti Whātua Ōrākei are generally supportive of PC 106, but oppose it unless the amendments sought are incorporated to ensure the tangata whenua of the place where filming activities will take place on SPSMW are appropriately engaged with and involved in the decision-making.
38. Tātaki Auckland Unlimited – Screen Auckland have developed a draft SPSMW film permit process in collaboration with mana whenua. The draft SPSMW film permit process has a strong focus on relationship and engagement to enable ongoing collaboration to develop and integrate mana motuhake, tikanga Māori, the pūrākau and mauri of SPSMW.
39. The key elements of the draft SPSMW film permit process include:
- requirement to engage all mana whenua identified through the council's contact tool
 - applicants are encouraged to engage early to understand the implications of filming
 - film facilitators inform mana whenua of all filming applications affecting SPSMW and confirm whether engagement has occurred
 - timeframe to process applications is 20-25 days (compared to 3-5 for general applications)
 - film facilitators confirm permit conditions with mana whenua
 - where proposals are not supported by mana whenua, applicants will be directed to alternative sites.
40. Information requirements for film permit applications on SPSMW will be similar to those required by Tūpuna Maunga o Tamaki Makaurau Authority for the 14 co-governed tūpuna maunga.
41. The reporting planner will include in the hearing report an analysis of Part 2 of the RMA, which requires that all persons exercising RMA functions take into account the principles of

the Treaty of Waitangi/Te Tiriti o Waitangi. Sites of Significance is an issue of significance identified in the Schedule of Issues of Significance (2021) and the Māori Plan 2017 (Houkura Independent Māori Statutory Board), where it states on page 23 that:

Mana Whenua are enabled to maintain and protect sites of significance to reaffirm connections to the whenua and preserve for future generations.

Ngā ritenga ā-pūtea Financial implications

42. PC 106 does not pose any financial implications for local boards' assets or operations.
43. Costs for the plan-making process are met by existing council budgets.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

44. The local board will be unable to provide its views and preferences on PC 106, if it does not pass a resolution. This report provides:
 - the mechanism for the local board to express its views and preferences
 - the opportunity for a local board member to speak at a hearing.
45. If the local board chooses not to pass a resolution at this business meeting, these opportunities are forgone.
46. The power to provide local board views regarding the content of a plan change cannot be delegated to individual local board member(s) (Local Government Act 2002, Sch 7, cls 36D). This report therefore enables the whole local board to decide whether to provide its views and, if so, to determine what matters those views should include.

Ngā koringa ā-muri Next steps

47. The reporting planner will include, and report on, any resolution from any local board in the forthcoming section 42A hearing report. Local board member(s) appointed to speak to specific local board's views will be informed of the hearing date and invited to the hearing.
48. The reporting planner will advise the local boards of the decision on PC 106 by memorandum.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

Authors	Eryn Shields - Team Leader - Planning
Authorisers	John Duguid - General Manager Planning and Resource Consents Lou-Ann Ballantyne - General Manager Governance and Engagement Adam Milina - Local Area Manager

Public feedback report on the traffic bylaw review

File No.: CP2025/01436

Item 14

Te take mō te pūrongo

Purpose of the report

1. To receive local board views on how the Joint Bylaw Panel should address public feedback on the proposed Vehicle Use and Parking Bylaw 2025 and its supporting proposals.
2. To recommend delegating a member to represent these views to the Joint Bylaw Panel.

Whakarāpopototanga matua

Executive summary

3. Auckland Transport and Auckland Council both have powers to make traffic-related rules in Auckland.
4. The current rules are set out in several documents:
 - [Auckland Transport Traffic Bylaw 2012](#)
 - [Auckland Council's Traffic Bylaw 2015](#)
 - [Public Safety and Nuisance Bylaw 2013 \(covering use of vehicles on beaches\)](#).
5. Auckland Transport and Auckland Council are conducting a review of these bylaws to identify efficiencies and possible improvements.
6. The proposed new Vehicle Use and Parking Bylaw 2025, including changes to some topics in the proposed new bylaw and changes to rules in other bylaws (referred to as the "supporting proposals"), is provided as Attachment A of the agenda report.
7. In [August and September 2024](#) (page 391), all local boards provided feedback on the draft options and draft recommendations. Local boards generally supported the recommended option for each topic and provided feedback on some topics such as berm parking and parking on beaches. Staff considered the local board feedback in drafting the proposals which went out for public consultation.
8. Public consultation on the proposals took place from Monday 4 November to Monday 4 December 2024 (inclusive) and public hearings were held on 6 December 2024.
9. This report seeks the local board views on how the Joint Bylaw Panel should address matters raised in public feedback (included as Attachment B of the agenda report) to the proposed new bylaw and supporting proposals. This report also recommends delegating a local board member to present these views to the panel.
10. The bylaw panel deliberation is scheduled for 2 May 2025. This is where the panel will discuss and deliberate on the public feedback and local board and mana whenua views. Local boards can delegate a representative to speak at the hearings if desired.
11. The Auckland Transport Board and the Auckland Council Governing Body will make a final decision on the proposals in June 2025 based on the recommendations from the bylaw panel.

Ngā tūtohunga

Recommendation/s

That the Henderson-Massey Local Board:

- a) whakarite / provide views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to this report

- b) tāpae / delegate local board member(s) to represent these views to the Joint Bylaw Panel.

Horopaki Context

Traffic bylaws

12. The use of Auckland's road space, including beaches and roads in parks, is regulated by national legislation (laws) and by local government rules through bylaws.
13. Both Auckland Transport and Auckland Council have powers to make traffic-related rules in Auckland. The current rules are contained across the following bylaws:
 - a) [Auckland Transport Traffic Bylaw 2012](#)
Covers the requirements for parking and control of traffic on roads under the care, control, or management of Auckland Transport.
 - b) [Auckland Council Traffic Bylaw 2015](#)
Covers traffic management in public places, like parks, beaches, off-street parking facilities (like libraries and community centres) and council-owned car parking buildings.
 - c) [Auckland Council Public Safety and Nuisance Bylaw 2013](#)
Covers use of vehicles on beaches.
14. Responsibilities for bylaws are allocated by control of the land. Auckland Transport's rules apply to Auckland's transport system, while Auckland Council's rules apply to council-controlled land, such as parks and beaches.
15. The bylaws establish a framework for regulating vehicle use, traffic and parking on Auckland's transport system and on council-controlled land. For example, they enable the creation of bus lanes, but the specific locations are determined later through resolutions. This approach allows for flexibility to address changing location-specific needs over time.
16. Some bylaw provisions are not site-specific. These apply when Auckland Transport requires consistent rules across all locations, without the need for site-specific resolutions, for example, prohibiting abandoned vehicles on roads or in public places.

Reviewing Auckland's traffic bylaws

17. Auckland Transport and Auckland Council are conducting a joint review of Auckland's traffic-related bylaws to ensure they continue to meet the needs of Aucklanders. This review considered legislative and technological changes, as well as expert feedback on ways to improve bylaw effectiveness.
18. The Regulatory and Community Safety Committee on 2 July 2024 endorsed the [findings report](#) and requested an options report and proposal (resolution number [RCSC/2024/48](#)).
19. In [August and September 2024](#), all local boards provided feedback on the draft options and draft recommendations. Local boards generally supported the recommended option for each topic and provided feedback on some topics such as berm parking and parking on beaches. Some feedback focused on operational, public consultation or non-bylaw related matters and were referred to the relevant teams where appropriate.
20. Following this, a draft Vehicle Use and Parking Bylaw 2025, including the supporting proposals, was developed for public consultation.
21. The Regulatory and Community Safety Committee and the AT Design and Delivery Committee endorsed the draft proposals and public consultation on 8 October 2024.
22. The Auckland Council Governing Body and the Auckland Transport Board adopted the statement of proposal and approved the conduct of public consultation on 24 October 2024 and 29 October 2024, respectively.
23. Public consultation took place from Monday 4 November to Monday 4 December 2024 (inclusive). Public hearings were held on 6 December 2024 at 20 Viaduct Harbour Avenue,

Auckland. A total of 196 submissions were received: 181 through the online survey, 13 via mail and email and two verbal submissions. Public feedback is included in this report as Attachment B of the agenda report.

24. This report seeks the local board views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals (refer to Attachment A of the agenda report).
25. The final views from local boards will guide the bylaw panel during the deliberations on 2 May 2025. Local boards also have the option of sending a representative to share their views in person.
26. The Auckland Transport Board and the Auckland Council Governing Body will make a final decision on the bylaw proposals in June 2025 based on the recommendations from the bylaw panel.

Tātaritanga me ngā tohutohu Analysis and advice

27. Auckland Transport subject matter experts met with and discussed the traffic bylaw review with the Henderson-Massey Local Board at a workshop on 6 August 2024.
28. Before that workshop, Auckland Transport and Auckland Council staff reviewed the bylaws across 18 different topics to identify if there were problems, whether the bylaws helped address those problems, and if there were any alternatives or improvements.
29. The Auckland Transport Board and Auckland Council Governing Body adopted the [Statement of Proposal](#) and approved the material for public consultation. The finalised [proposals](#) included:
 - a) creating a new joint AT and AC Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw to combine the Auckland Transport Traffic Bylaw 2012, Auckland Council Traffic Bylaw 2015 and clause 16 of the Auckland Council Public Safety and Nuisance Bylaw 2013 (main proposal).
 - b) making supporting changes (supporting proposals) by clarifying and improving the following six topics in the proposed new joint bylaw
 - launching of boats on beaches and obtaining beach driving permits
 - regulations for heavy vehicles
 - parking vehicles off a roadway
 - busways, busway stations, and park & rides
 - resident parking
 - temporary traffic and parking rules for special events.
 - c) moving (or removing) the following seven rules from the current bylaws:
 - establishing shared zones, parking zones, parking places, and transport stations
 - setting new speed limits on council-controlled land
 - parking for display or sale
 - broken down vehicles on a road or public place
 - leaving machinery or goods on a road or public place
 - repairing or modifying vehicles on a road in a public place
 - priority on cycle paths or shared paths.
 - d) clarifying and improving other rules in the [AC and AT Signs Bylaw 2022](#), [AT Activities in the Road Corridor Bylaw 2022](#), and AC Public Safety and Nuisance Bylaw 2013 that relate to certain activities involving vehicles.
30. The key insights from public consultation are as follows:

- a) The proposals were well received by the public. The main proposal was largely supported, with 83 per cent of respondents expressing no concerns. Most respondents had no comments or concerns about the supporting proposals.
 - b) Parking vehicles off the roadway received the most attention, with 35 per cent of respondents overall commenting on the topic. Most people who provided comments (88 per cent) expressed support for changes to reduce parking on berms. Those who raised concerns with the topic (10 per cent) frequently mentioned the need for berm parking, especially where limited on-street parking is available.
 - c) New heavy traffic parking regulations were also largely supported by submitters (79 per cent of those who commented on the topic). There were some concerns from the industry perspective, specifically about rest breaks or overnight spaces for drivers to sleep, particularly for out-of-town companies.
 - d) The only topic that was not supported was the proposal to remove user priority on cycle paths and shared paths. Respondents requested that it remains in Auckland's traffic bylaws as it aims to protect vulnerable road users, particularly people travelling on foot and bicycle.
 - e) Community concerns about the topic of repairing or modifying vehicles in public spaces are centred around its enforcement – respondents wanted assurance that people experiencing an emergency would not be fined.
31. The draft Vehicle Use and Parking Bylaw 2025, including the supporting proposals, will be reviewed and deliberated by the Joint Bylaw Panel in May 2025.
32. Local boards are encouraged to speak in front of the panel. Local boards can delegate a representative to speak at the hearings through this report.

Tauākī whakaaweawe āhuarangi **Climate impact statement**

33. Auckland Transport and Auckland Council both support the outcomes sought by the Auckland Plan 2050, the Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan and other council climate priorities.
34. During the development of the bylaws, climate impacts were considered because effective bylaws are tools that help give effect to these strategic directives, for instance:
- a) parking restrictions regulated by bylaws can be used to provide clearways and bus lanes that allow for quicker and more reliable public transport
 - b) controlling vehicle access and use on beaches protects coastal biodiversity
 - c) the ability to control access by heavy vehicles to unsuitable residential roads or town centres helps to minimise carbon emissions by encouraging them to use arterial routes designed for these vehicles to use efficiently.
35. The bylaws are an enabler for climate goals providing the regulatory tools required to enforce a variety of controls that contribute to climate change goals.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera **Council group impacts and views**

36. This review was conducted jointly by Auckland Transport and Auckland Council.
37. Relevant staff from several council operational units impacted have also participated in the review findings and improvements addressed in the options report and proposal. These staff are aware of the impacts of the proposal and their implementation role. This includes Regional Parks, Parks and Community Facilities, Compliance Response and Investigations, Waste Solutions, Event Facilitation, Regional Operations, Active Communities, Connected Communities, and Growth, Transport and Infrastructure Strategy units.

38. All units were in favour of combining the traffic-related bylaws into a new joint bylaw.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

39. The local board was briefed on the review on 6 August 2024 providing an opportunity to receive quality advice about the review and its finding. The response from both elected members and staff supporting local boards was positive about the review.
40. Local boards generally supported the recommended options and provided feedback on topics like berm and beach parking. Operational, consultation, or non-bylaw matters were referred to relevant teams as needed.
41. AT and AC staff considered the local board feedback in drafting the proposals which went out for public consultation.

Tauākī whakaaweawe Māori Māori impact statement

42. AT and AC are committed to meeting the responsibilities under Te Tiriti o Waitangi and its broader legal obligations in being more responsible or effective to Māori.
43. AT's Māori Responsiveness Plan outlines the commitment to 19 mana whenua iwi in delivering effective and well-designed transport policy and solutions for Auckland. We also recognise mataawaka and their representative bodies and our desire to foster a relationship with them. This plan is available on the Auckland Transport website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>
44. Using this framework for discussion, AT informed iwi about the review in November 2023. The initial engagement was followed by a series of hui in July and August 2024 at which staff provided details of the review.
45. Māori have been informed and provided with opportunities to engage with the review and after public engagement is finished will be engaged with again.

Ngā ritenga ā-pūtea Financial implications

46. This decision has no financial implications for the local board as Auckland Transport funds all its projects and programmes.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

47. The proposed decision does not carry specific risk for this local board. Bylaw application and enforcement is not a role of local boards and is not funded by local board budgets. This situation means that there is no legal or financial risk.

Ngā koringa ā-muri Next steps

48. The Joint Bylaw Panel will review and deliberate all submissions about the draft proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, in May 2025. Prior to the deliberations, local boards are encouraged to speak to the panel.
49. The Auckland Transport Board and Auckland Council Governing Body will deliberate on the Vehicle Use and Parking Bylaw 2025, including supporting proposals. If adopted, it will come into effect in July 2025. The AT Board will adopt provisions for the transport system, while the AC Governing Body will adopt those for council-controlled land.

Ngā tāpirihanga Attachments

No.	Title	Page
A	18 February 2025 - Henderson-Massey Local Board business meeting - Draft Vehicle Use and Parking Bylaw 2025 and the supporting proposals	35
B	18 February 2025 - Henderson Massey Local Board business meeting - Henderson Massey Local Board Summary of public feedback	61

Ngā kaihaina Signatories

Authors	Joemier Pontawe – Principal Policy Advisor, Auckland Transport Ben Stallworthy – Principal Advisor Strategic Relations, Auckland Transport
Authorisers	Lou-Ann Ballantyne - General Manager Governance and Engagement Adam Milina - Local Area Manager



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.

Vehicle Use and Parking Bylaw 2025

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 Roadway 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.

Vehicle Use and Parking Bylaw 2025

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24	Vehicle use and parking on beaches is generally prohibited
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28	Savings and transitional provisions
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Vehicle Use and Parking Bylaw 2025

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.

Vehicle Use and Parking Bylaw 2025

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.

Vehicle Use and Parking Bylaw 2025

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

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- (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.

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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

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- (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.

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- (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.

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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

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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.

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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.

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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:

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- (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.

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- (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

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- (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:

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- (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

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- 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

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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.

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- (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>	

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).

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

Existing words proposed to be removed are shown in ~~strike through~~ 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 data-bbox="439 810 1308 1188" style="border: 1px solid black; padding: 5px;"> <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 data-bbox="1344 478 2258 569" style="border: 1px solid black; padding: 5px;"> <p>Related information about repeal of vehicle provisions</p> <p>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.</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 data-bbox="1368 909 2303 1262" style="border: 1px solid black; padding: 5px;"> <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 2022

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

Current Bylaw clause	Proposed amendment	Reasons for change
<p>Summary This summary is not part of the Bylaw but explains the general effects. 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. 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 This summary is not part of the Bylaw but explains the general effects. 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. 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 	<p>To provide clarity on the scope of the bylaw insofar as protecting roads from damage is concerned.</p>
<p>1. Purpose (1) Auckland Transport makes this Bylaw to (a) control certain activities within the Auckland transport system; and (b) contribute to an effective, efficient, and safe Auckland transport system in the public interest.</p>	<p>1. Purpose (1) Auckland Transport makes this Bylaw to (a) control certain activities within the Auckland transport system; and (b) contribute to an effective, efficient, and safe Auckland transport system in the public interest; <u>and</u> (c) <u>protect roads in the Auckland transport system from damage</u>.</p>	<p>To provide clarity on the scope of the bylaw insofar as protecting roads from damage is concerned.</p>
<p>2. Interpretation 2(3): 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 2(3) – <i>insert in alphabetical order</i>: building work means <u>building or development work on private land or in any other location which is not in, on, under or above the road corridor</u>. 2(3): 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>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>
<p style="text-align: center;">Part 2: Street Damage</p> <p>17. Building work requiring street damage inspection fee (1) No person shall undertake any works without having first paid to Auckland Transport: (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 (b) a street damage post-works inspection fee. (2) However, sub-clause (1) does not apply if an approval expressly states otherwise.</p> <p>18. Waiving of Inspection Fee (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 (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> (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>	<p>To help address problems related to activities in development or construction sites on a private land causing damage to nearby roads.</p>

<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>(4)(3) Where Auckland Transport has required an <u>inspection fee</u> 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 will 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) carry out the repair work or repair the defects, as the case may be, on approval holder's behalf; and</p> <p>(b) 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.</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 from the person liable 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 2022

Existing words proposed to be removed are shown in ~~strike through~~ 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>

Joint AT & AC review of traffic-related bylaws

Summary of overall feedback and local feedback from Henderson-Massey

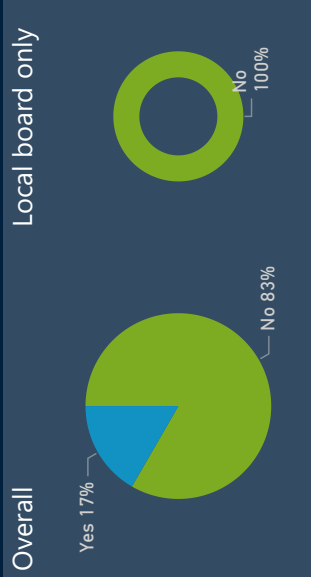


196 submissions

8 Local board only

Main proposal to consolidate AT & AC traffic-related bylaws into one bylaw

"Do you have any concerns about the proposal?"



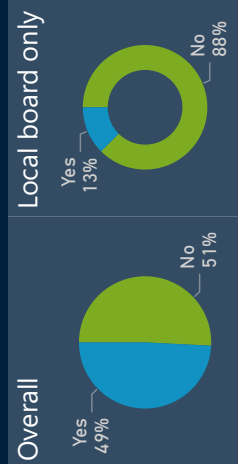
Comment counts

89 overall
4 LB only

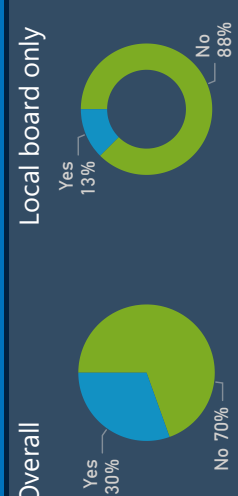
Comment on main proposal	Overall	LB only
Makes sense	9	1
Simpler	7	1
Support	5	1
Clearer	3	1
Good idea	7	0
Easier	5	0

Proposals to move bylaw topics around the traffic-related bylaws: "Do you have a comment on..."

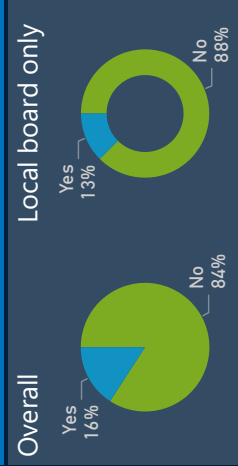
Proposal to make supporting changes to 6 topics in the proposed joint bylaw



Proposal to move 6 topics into other traffic-related bylaws and remove one topic



Proposal to make supporting changes to other traffic-related bylaws



Local board	Count
Albert-Eden	24
Blank/don't know	23
Ōrākei	16
Maungakiekie-Tāmaki	15
Waitematā	13
Whau	12
Howick	10
Henderson-Massey	8
Manurewa	8
Papakura	8
Devonport-Takapuna	7
Franklin	7
Kaipātiki	7
Rodney	7
Waiākere Ranges	7
Hibiscus and Bays	6
Waiheke	5
Regional organisation	4
Puketāpapa	3
Māngere-Ōtāhuhu	2
Ōhara-Papatoetoe	2
Upper Harbour	2

Joint AT & AC review of traffic-related bylaws

Summary of overall feedback and local feedback from [Henderson-Massey](#)

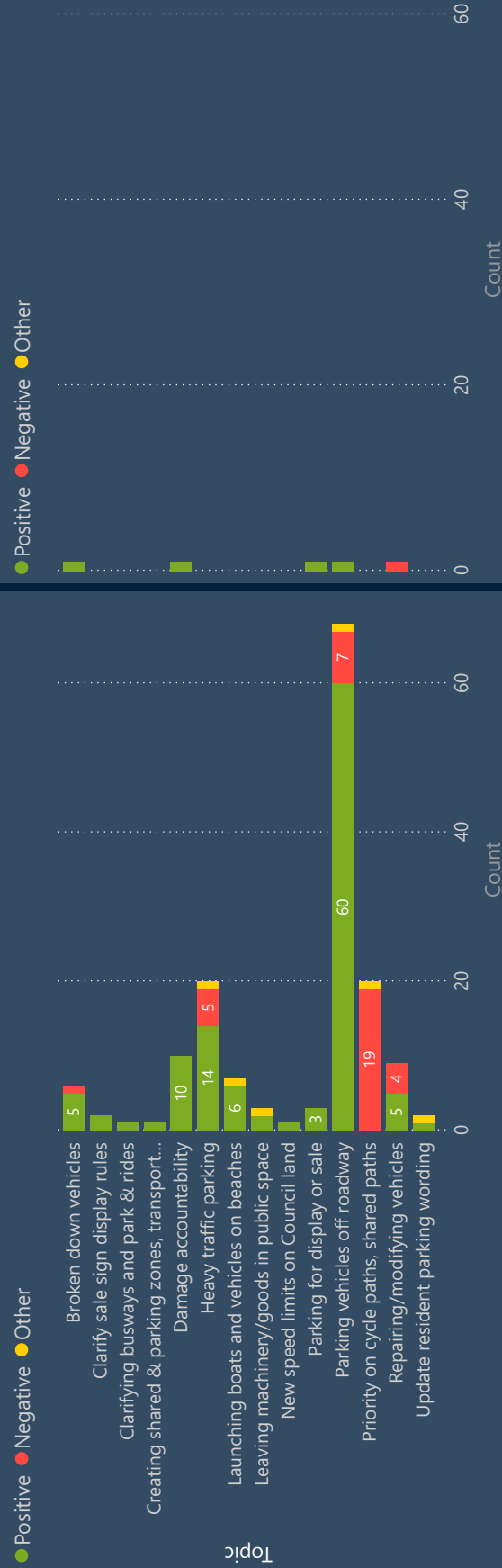


Counts of comments on the additional proposals

89	overall on clarifying and improving	52	overall on moving/removing	43	overall on other bylaws
1	LB only for clarifying/improving	1	LB only for moving/removing	2	LB only for other bylaws

Feedback on specific topics

Overall comment sentiment on the specific additional proposals



Joint AT & AC review of traffic-related bylaws

Summary of overall feedback and local feedback from [Henderson-Massey](#)

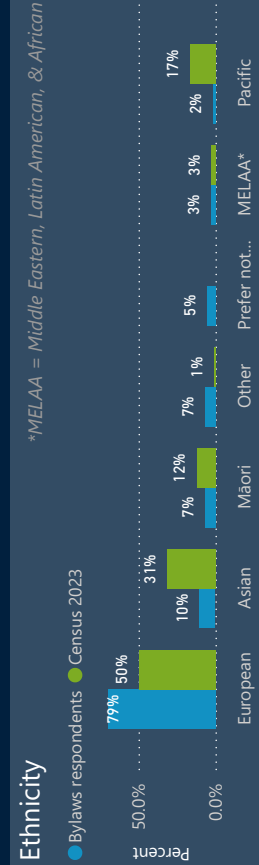
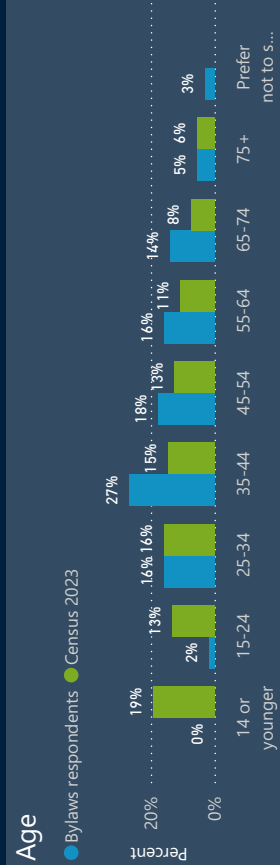
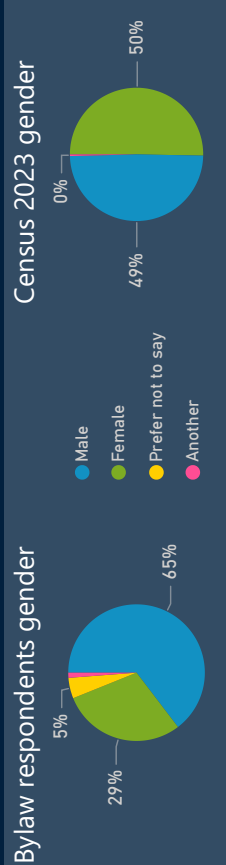


Most frequent comments overall

Henderson-Massey respondents commented on the main proposal most (4 positive comments), telling us it made sense and a joint bylaw would be clearer and simpler.

Proposal	Comment	Count
Parking off roadway	Enforcement needed for berm parking	24
Cycle/shared path priority	Retain priority on cycle/shared paths	17
Parking off roadway	Support - berm parking damages berms	17
Heavy vehicle parking	Support - heavy vehicles block roads/driveways/sightlines and reduce parking availability	13
Main proposal	Joint bylaw makes sense	11
Parking off roadway	Support - berm parking creates hazards to pedestrians and other road users	11
Parking off roadway	Berm parking enforcement should not require signage	10
Parking off roadway	Enforcement needed for footpath parking	10
Main proposal	Joint bylaw will be easier	9
Main proposal	Proposal is a good idea	9
Main proposal	Joint bylaw will be simpler	8
Main proposal	Joint bylaw will be clearer	7
Parking off roadway	General support – good idea, berms need to be kept clear, etc	7
Main proposal	Joint bylaw will make enforcement easier	6
Parking off roadway	Support - berms are valuable places	6

Demographics of respondents overall



Auckland Council's Quarterly Performance Report: Henderson-Massey Local Board for Quarter Two 2024/2025

File No.: CP2025/01167

Item 15

Te take mō te pūrongo

Purpose of the report

1. To provide the Henderson-Massey Local Board with an integrated quarterly performance report for quarter two, 1 October – 31 December 2024.

Whakarāpopototanga matua

Executive summary

2. This report includes financial performance, progress against work programmes, key challenges the board should be aware of and any risks to delivery against the 2024/2025 work programme.
3. The work programme is produced annually and aligns with Henderson-Massey Local Board Plan outcomes.
4. The key activity updates from this quarter are:
 - Local civic events Henderson-Massey - Deliver local civic events: The Rānui Domain Playground blessing was delivered by Te Kawerau ā Maki on 17 December 2024 and the playground was opened to the community on 20 December 2024.
 - Henderson Christmas Festival – Deliver the Henderson Christmas Festival in November or December 2024: The Henderson Christmas Festival was successfully delivered on Saturday 7 December 2024 in the Henderson Town Centre.
 - Hub services Te Manawa: Hub sites use an integrated service delivery model that provides access to a wide range of library, community centre/art centre and venue hire activities that cater to the diversity of the local community, including delivering outcomes for Māori in Tāmaki Makaurau: To support communities of greatest need, Te Manawa collaborated with Salvation Army who used the facility to run their Christmas toy and kai drive.
5. All operating departments with agreed work programmes have provided a quarterly update against their work programme delivery. Activities are reported with a status of green (on track), amber (some risk or issues, which are being managed) or grey (cancelled, deferred or merged).

One activity is reported with a status of amber (some risk or issues, which are being managed):

- Harbourview-Orangihina – investigate wetland development: Investigate returning the exotic grassland on the lower terrace to wetland with assistance from the Auckland Council I&ES specialist team. Implementation will be subject to environmental impact and feasibility assessments: This project is placed on hold until funding for 2024/2025 is made available.

One activity is reported with a status of grey (cancelled, deferred or merged):

- Te Rangi Hiroa-Birdwood Winery – West City Darts Association Incorporated lease: New lease – (Top Floor): This item is on hold until seismic strengthening of the building has been completed in 2025/2026.

6. The financial performance report for the quarter in Attachment B is excluded from the public. This is due to restrictions on half-year annual financial reports and results until the Auckland Council Group results are released to the NZX on or about 28 February 2025.

Ngā tūtohunga Recommendation/s

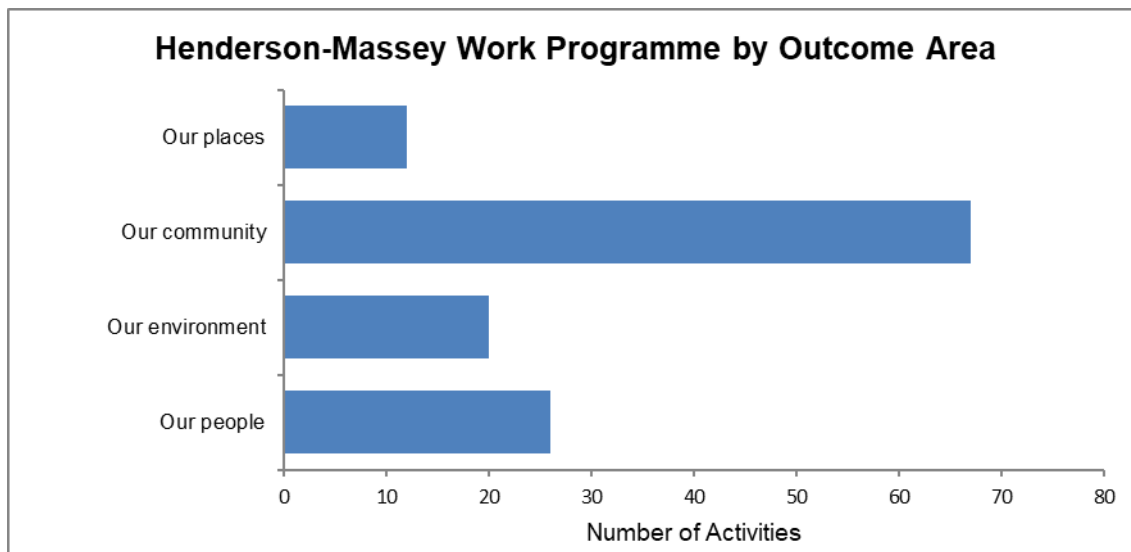
That the Henderson-Massey Local Board:

- a) receive the performance report for quarter two ending 31 December 2024.
- b) note the financial performance report in Attachment B of the agenda report will remain confidential until after the Auckland Council Group half-year results for 2024/2025 are released to the New Zealand Exchange (NZX), which are expected to be made public on or about 28 February 2025.

Horopaki Context

7. The Henderson-Massey Local Board has an approved 2024/2025 work programme for the following:
- Customer and Community Services;
 - Economic Development;
 - Local Environmental;
 - Plans and Places;
 - Auckland Emergency Management;
 - Local Governance.
8. The graph below shows how the work programme activities meet Local Board Plan outcomes. Activities that are not part of the approved work programme but contribute towards the local board outcomes, such as advocacy by the local board, are not captured in this graph.

Graph 1: Work programme activities by outcome

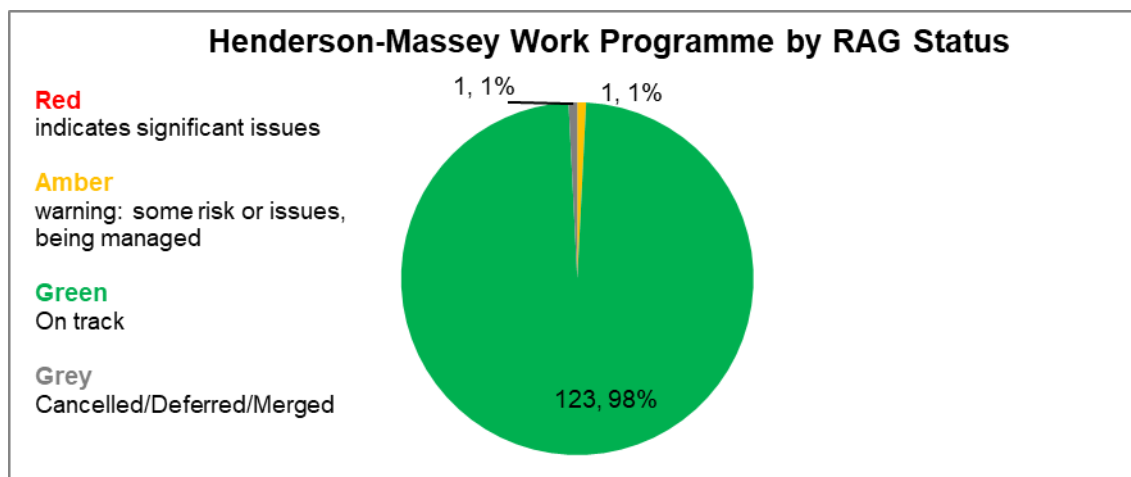


Tātaritanga me ngā tohutohu Analysis and advice

Local Board Work Programme Snapshot

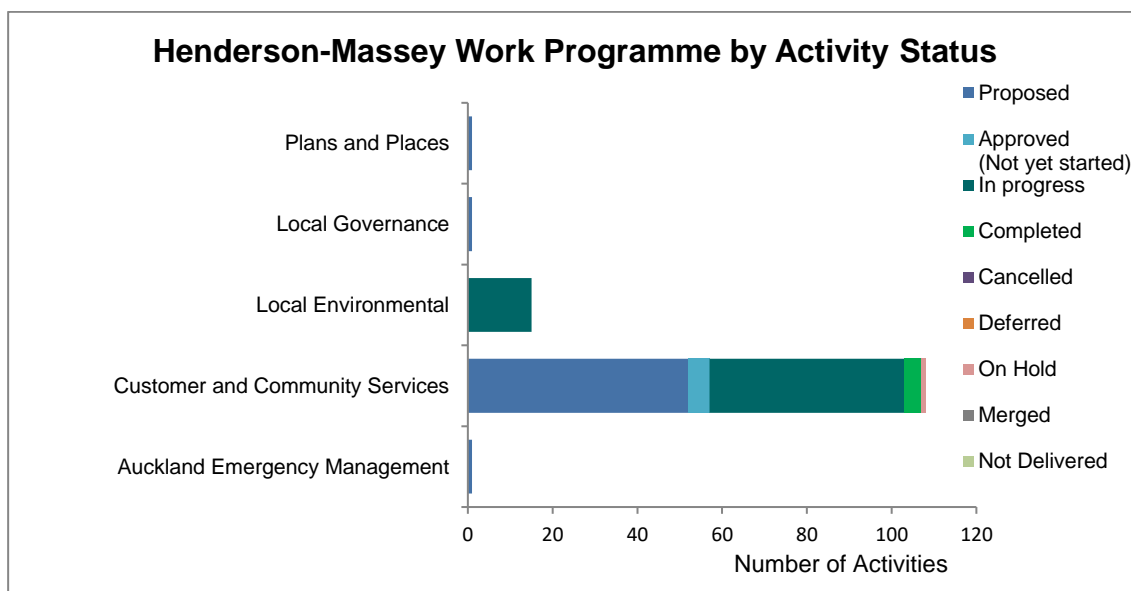
9. The graph below identifies work programme activity by RAG status (red, amber, green and grey) which measures the performance of the activity. It shows the percentage of work programme activities that are on track (green), in progress but with issues that are being managed (amber), activities that have significant issues (red) and activities that have been cancelled/deferred/merged (grey).

Graph 2: Work programme performance by RAG status



10. The graph below shows the stage of the activities in each departments' work programmes. The number of activity lines differ by department as approved in the local board work programmes.

Graph 3: Work programme performance by activity status and department



Key activity updates from quarter two

- Local civic events Henderson-Massey - Deliver local civic events: The Rānui Domain Playground blessing was delivered by Te Kawerau ā Maki on 17 December 2024 and the playground was opened to the community on 20 December 2024. Planning is

currently underway for the official Rānui Domain Playground Opening event to be delivered on 28 January 2025.

- Henderson Christmas Festival – Deliver the Henderson Christmas Festival in November or December 2024: The Henderson Christmas Festival was successfully delivered on Saturday 7 December 2024 in the Henderson Town Centre. The free family festivities began with the addition of the Waipareira Trust Christmas Parade. The Christmas festival commenced from 12pm-4pm with an estimated audience of 2,500 attending the event.
- Hub services Te Manawa: Hub sites use an integrated service delivery model that provides access to a wide range of library, community centre/art centre and venue hire activities that cater to the diversity of the local community, including delivering outcomes for Māori in Tāmaki Makaurau: To support communities of greatest need, Te Manawa collaborated with Salvation Army who used the facility to run their Christmas toy and kai drive. Over 300 whānau accessed Te Manawa who may have not known about services before.

Activities with significant issues

11. There are no activities with significant issues.

Activities on hold

12. The following work programme activity has been identified by operating departments as on hold:
 - Harbourview-Orangihina – investigate wetland development: Investigate returning the exotic grassland on the lower terrace to wetland with assistance from the Auckland Council I&ES specialist team. Implementation will be subject to environmental impact and feasibility assessments: This project is placed on hold until funding is made available.

Changes to the local board work programme

Deferred activities

13. Te Rangi Hiroa-Birdwood Winery – West City Darts Association Incorporated lease: This item is on hold until seismic strengthening of the building has been completed in 2025/2026.

Cancelled activities

14. There are no cancelled activities.

Tauākī whakaaweawe āhuarangi

Climate impact statement

15. Receiving performance monitoring reports will not result in any identifiable changes to greenhouse gas emissions.
16. Work programmes were approved in June 2024 and delivery is already underway. Should significant changes to any projects be required, climate impacts will be assessed as part of the relevant reporting requirements.
17. The local board is currently investing in a number of sustainability projects, which aim to build awareness around individual carbon emissions, and changing behaviour at a local level. These include:
 - Henderson-Massey: Love Your Streams (EcoMatters): To engage and support individuals, schools and community groups to adopt a proactive approach to enable the health of Henderson-Massey waterways: Sunnyvale Backyard Stream conducted restoration work, including two volunteer sessions with 50 participants.

Twenty volunteers participated in an event at Sunnyside Stream on 16 November 2024, and 30 volunteers participated in an event at Waari Stream on 14 December 2024. At Waari Stream, local ownership of the waterway's future vision and ongoing restoration contributions having become increasingly evident. A self-sustaining group plans to meet monthly for working bees. Engagement with Timatanga Community School continued, with a Manutewhau Stream education session planned for 2025.

- Te Wai O Pareira: This programme supports the Rivercare Group Te Wai o Pareira to continue to engage with local community, educate and empower the Henderson-Massey region and support water quality improvements in the awa: Focus has been on maintenance as soil dries out and bi-monthly maintenance days to support community involvement. Education efforts concluded for the 2024 school year, with the project having reached over 450 children across 19 sessions. A total of 750 interactions were between July and December 2024, including 250 children from Rutherford Primary. Teachers from Te Atatū Intermediate participated in a 'teacher only day' where they learned about tools to connect children to place. Collaboration continues with Te Kawerau ā Maki, Community Waitākere pest control, Earth Action Trust and Healthy Waters Safe Networks team to address local environmental issues. Social media reached over 5,300 people.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

18. When developing the work programmes council group impacts and views are presented to the local board.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

19. This report informs the Henderson-Massey Local Board of the performance for quarter two ending 31 December 2024.

Tauākī whakaaweawe Māori Māori impact statement

20. Hub Services – Hub sites use an integrated service delivery model that deliver outcomes for Māori in Tāmaki Makaurau:
 - Te Atatū Pātaka Kōrero Whare Hiranga Hapori – Te Atatū Peninsula: A key focus at the Te Atatū Hub is the promotion of whānau wellbeing. Te Pae O Kura has been a cornerstone for strengthening Māori and Pasifika identities with wānanga led by E Tipu E Rea, The Fono and Te Whānau o Waipereira. These sessions empower whānau health and build relationships, creating spaces for learning and growth.
 - Te Manawa: Staff continue to support and grow programmes that celebrate Māori identity and culture through Tatai Whakapapa Wānanga, Kākahu Raranga, Maramataka Maara Kai, Weaving with Nature, Kai Ora, Wai Pepi and Triple P with Waipereira.

Ngā ritenga ā-pūtea Financial implications

21. This report is provided to enable the Henderson-Massey Local Board to monitor the organisation's progress and performance in delivering the 2024/2025 work programme. There are no financial implications associated with this report.

Financial Performance

22. Auckland Council (Council) currently has a number of bonds quoted on the NZ Stock Exchange (NZX). As a result, the Council is subject to obligations under the NZX Main Board & Debt Market Listing Rules and the Financial Markets Conduct Act 2013 sections 97 and 461H. These obligations restrict the release of half-year financial reports and results until the Auckland Council Group results are released to the NZX on or about 28 February 2025. Due to these obligations the financial performance attached to the quarterly report is excluded from the public.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

23. While the risk of non-delivery of the entire work programme is rare, the likelihood for risk relating to individual activities does vary. Capital projects for instance, are susceptible to more risk as on-time and on-budget delivery is dependent on weather conditions, approvals (e.g. building consents) and is susceptible to market conditions.
24. The approved Customer and Community Services capex work programme include projects identified as part of the Risk Adjusted Programme (RAP). These are projects that the Community Facilities delivery team will progress, if possible, in advance of the programmed delivery year. This flexibility in delivery timing will help to achieve 100 per cent financial delivery for the financial year if projects intended for delivery in the current financial year are delayed due to unforeseen circumstances.
25. Information about any significant risks and how they are being managed and/or mitigated is addressed in the 'Activities with significant issues' section.

Ngā koringa ā-muri Next steps

26. The local board will receive the next performance update following the end of quarter three (31 March 2025).

Ngā tāpirihanga Attachments

No.	Title	Page
A	Attachment A - Henderson-Massey Local Board - 1 October 2024-31 December 2025 Work Programme Update	71
B	Attachment B - Operating Performance Financial Summary - CONFIDENTIAL (<i>Under Separate Cover</i>)	

Ngā kaihaina Signatories

Authors	Michelle Knudsen - Lease Board Advisor
Authorisers	Adam Milina - Local Area Manager

Henderson-Massey Local Board Work Programme 2024/2025 Q2 Report

Work Programme Name	ID	Activity Name	Activity Description	Lead Dept/Unit or CCO	LB Plan Outcome	Budget Source	Year 1	Activity Status	RAG Status	Q2 Commentary
Customer and Community Services	139	McLaren Park Henderson South (MPHS) Community Trust engaging children programmes: Placemaking	Fund McLaren Park Henderson South (MPHS) Community Trust to deliver community led child/youth friendly programmes for under five year olds, and children and youth up to 17 years for after school activities.	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 32,000	In progress	Green	The Early Childhood Education and Child Friendly programmes run by MPHS Community Trust continue to be popular with the local Henderson South community. Four programmes are offered on a weekly basis. Fit Mamas has 85 participants, and associated children of those attending fitness sessions, enjoy free supervised play. Playball, which supports children from two to five years in sport hand/eye coordination, continues its pilot status. It occurs immediately after the Fit Mama sessions, thereby reducing travel costs for caregivers. Funding restrictions have reduced Playball coaches to one coach rather than two. There are 101 participants in this course. Free skateboarding lessons for those 5 to 16 years continues to be extremely popular. The sessions foster confidence and exercise for young skateboarders. There are 161 participants and a waiting list for Q3. Kids Club, for children 7 to 13 years runs craft sessions every Thursday. Upcycled materials are used to produce goods. Environmental education and the production of Christmas crafts was the focus in Q2.
Customer and Community Services	140	McLaren Park Henderson South (MPHS) Community Trust local governance and community business hub support: Build capacity	Fund McLaren Park Henderson South (MPHS) Community Trust to deliver training, mentoring and support to local community groups and organizations so that strong business and governance practices are supported and 'grow'. Support includes accounting, human resources, administrative and legal requirements to community trusts and incorporated societies as well as training /coaching in governance best practice.	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 100,000	In progress	Green	The Governance and Community Business project continues to offer free support to Henderson-Massey community trusts and not for profit organizations. The Q2 programme offered six courses. The Winds of Regulatory Change (on-line) had five attendees from five organizations. This course focused on the changes and recommendations required for community organizations to comply with the Charities or Incorporated Societies Act. 'Drop In' governance sessions (in-person), had six attendees. A funding expert and governance coach spent time with attendees identifying specific individual agency challenges. Improvements were identified that strengthen agency planning and outcomes for 2025-2026. AI and Automation in Organizations (in-person) had 23 attendees. This course introduced the changing landscape of technology and how artificial intelligence will be used in organizations in the future. Emerging Risks for Non-Profits (on-line) had nine attendees. The focus was on juggling additional challenges of running sustainable organizations. A community workshop (in-person) had 60 attendees from across west Auckland. The focus was on navigating new horizons. The forum promoted collaborative thinking and how to navigate the changing funding environment. Mentoring, (in-person) two organizations received mentoring around improving and implementing health and safety policies and practices.
Customer and Community Services	142	Neighbours Day Henderson-Massey: Placemaking	Fund community organisations and residents in Neighbours Day celebrations.	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 8,000	In progress	Green	Neighbours Day occurs in Q3, and the preparation for this event will occur from January 2025. Community Waitākere has the overall responsibility of coordinating community requests for small Neighbours Day events and will get the process underway in the New Year. Rānui Action Project, Massey Matters and MPHS Community Trust will organize a community event at each of the locations to celebrate Neighbours Day in March 2025.

Henderson-Massey Local Board Work Programme 2024/2025 Q2 Report

Work Programme Name	ID	Activity Name	Activity Description	Lead Dept/Unit or CCO	LB Plan Outcome	Budget Source	Year 1	Activity Status	RAG Status	Q2 Commentary
Customer and Community Services	143	Community Waitakere work programme: Build Capacity	Fund Community Waitākere to build capacity through community training programmes, affordable working and networking spaces, anchor support for community groups, e-noticeboard and website distribution, as well as forums on topical issues.	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 33,000	In progress	Green	Q2 involved Community Waitākere in a wide variety of activities that support and build capacity of community groups and individuals in the HMLB area. The following occurred: two Open Door Days, one at Zeal on 24 October 2024, that had 17 attendees from the HMLB area, and one at Te Wānanga o Aotearoa that had 10 attendees. Open Door days provide networking opportunities and understanding of agency functions. Four workshops occurred to upskill agencies including: Unlocking the Power of Vā, He Kete Rauemi Hui and a Theory of Change. A Theory of Change document was created. Funding Cuts research also occurred in Q2. A strategy group funded a community hui on how to support, stay connected, and share services in times of constraint. The management and administration of Te Au o te Koopua currently has four permanent tenants. Monthly visits to the space in Q2, ranged from 556 to 945 visitors between October and December 2024. Support for West Auckland collectives continued including West Auckland Together, Kai West Collective, and the Maori Thought Leadership Group. Pacific Island Community Development support is underway and monthly meetings of the Te Atatū Marae Whanau Committee are attended.
Customer and Community Services	144	Massey Matters work programme: Build capacity	Fund Massey Matters to deliver services that build capacity and support community-led priority activities. Match Funding supports local initiatives. Work programme \$115,000	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 115,000	In progress	Green	Massey Matters continues to consolidate its capacity building initiatives. A strategic plan was developed in Q1 and is now allowing specific focus on areas of greatest need. The team is developing skills in event planning and management. Te Tiriti workshops for staff and volunteers occurred this quarter. A recent AGM provided the opportunity to share the annual report and get positive feedback from the community. Two new hub assistants were appointed, and this allows hub managers time to focus on outreach and building relationships with the community. Two sheds were purchased that will contain generators and other equipment as a commitment to support community in bad weather events. Volunteers play an important role in Massey Matters. New volunteers were appointed this quarter that contribute to the many successful outcomes currently being experienced.
Customer and Community Services	146	Rānui Action Project - Rānui neighbourhood development Henderson-Massey: Building capacity	Fund Rānui Action Project (RAP) to undertake a range of community programmes that support local priorities and networks, community activation and community led safety initiatives.	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 50,000	In progress	Green	Rānui Action Project (RAP) is a leader in the coordination of network meetings across the area. In Q2, two bi-monthly network meetings were held in October and December 2024. The Rānui Accord which comprises local business and community groups across Rānui, completed three meetings in the quarter. Each organization provided their updates and participants worked on the Rānui Accord kaupapa and the Te Whiti Te Rā engagement activities for the end of the year. Western Park Village Steering Group continued to meet bi-monthly to support resolution of any issues at the village. There were 25 employment related enquiries this quarter and 32 employment discussions with visitors seeking assistance. Work continued to link youth activities at Rānui 135 to the more general activities of RAP. The Texture Art workshops, discussed in the Activation section, are an example of this. Staff took particular pride in supporting one young person to successfully complete all assignments for his teaching degree at Waikato University.

Henderson-Massey Local Board Work Programme 2024/2025 Q2 Report

Work Programme Name	ID	Activity Name	Activity Description	Lead Dept/Unit or CCO	LB Plan Outcome	Budget Source	Year 1	Activity Status	RAG Status	Q2 Commentary
Customer and Community Services	147	Youth led initiatives Henderson-Massey - McLaren Park Henderson South (MPHS) Community Trust, Ranui 135 Youth Trust, Massey Matters, Zeal West Auckland Boxing Academy	<p>Grow youth participation in Henderson, Ranui, Massey, Te Atatu and Glendene to support local young people to develop leadership skills.</p> <p>Provide resourcing for a youth leadership camp - Youth Voice.</p> <p>Support the development of the West Auckland Boxing Academy in the West Auckland Youth Development Trust</p> <p>Support Youth Week events through the coordination of activities from ZEAL.</p> <p>Support the Massey Community Trust to support and enable positive outcomes for the Safety Net programme for youth who are homeless and needing support to recover from substance abuse.</p>	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 50,000	In progress	Green	Funding for youth led initiatives in HMLB spans six organizations. Six youth leaders in MPHS Community Trust planned, designed and actioned a two-week programme of youth activities in October 2024. At Massey Matters a successful Safe Halloween and school holiday programme was held. Cooking lessons, fancy dress, Te Kura Mainirau Māori circus attracted many locals. Massey Community Trust organized one community kōrero with 27 attendees. The topic was Lived Realities - Understanding youth homelessness from those who have lived it. A panel of rangatahi were guest speakers delivering the address. Youth hangout had 11 sessions. Three youth socials occurred with 78 attendees, and the safety net programme supported one rangatahi for a combined total of six days. West City Boxing continues to perform strongly, supporting seven youth groups per week with over 200 members. West City Boxing has NZ champions. Inter-club activities occur across the region and 1:1 mentoring is provided as required. West City Boxing has reduced its staff this quarter. Rānui 135, has a number of youth activities reported elsewhere in this report. A popular Sports Academy operated at Rānui Primary for six weeks that included children aged between 9 to 11 years.
Customer and Community Services	148	Henderson-Massey Community activation, participation and connection to increase sense of belonging: Placemaking	<p>Activate neighbourhood-led responses to community and safety issues through a variety of placemaking initiatives that are coordinated and implemented through community hubs and other organisations.</p> <p>Support activities including initiatives such as Christmas in the Car Park, street tidy ups, street BBQs, Kakano art works/murals, pop up activities, colab community design opportunities and collaborative initiatives with local stakeholders.</p>	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 75,000	In progress	Green	HMLB promotes local 'pop-up' events by community groups that increase a sense of belonging for local residents. MPHS Community Trust held a Re-wear and Share event on 04/12/24. 450 people participated. Three truck-loads of clothing were diverted from land-fill as residents chose clothing for themselves and children. Linens were also available. People were encouraged to bring cans of food that could be donated to families needing food support. Very positive feedback was reported from this event. Massey Matters hosted a Youth and Family Matters event in Triangle Park. Over 200 people attended. Community organizations promoted their services and many games and activities with kai and sport generated fun and belonging. Other events in collaboration with businesses included Pit Stop for safe summer driving, collaborating with Te Manawa Library and Massey Community Trust to deliver a variety of activities over the summer. In Q2, Rānui Action Project organized five activations, Vagahau Niue with 120 participants, Halloween with 90 attendees, three sessions of Texture Art with 8 participants, a sausage sizzle and afterschool ice-blocks at the Rānui Domain. Kakāno Youth Arts Trust finished its year with a Youth Arts Exhibition on 5 December 2024. Students exhibited their work, much of which was sold. This exhibition was a great success and demonstrated the hard work and talent that the staff and students produce from this Trust.

Henderson-Massey Local Board Work Programme 2024/2025 Q2 Report

Work Programme Name	ID	Activity Name	Activity Description	Lead Dept/Unit or CCO	LB Plan Outcome	Budget Source	Year 1	Activity Status	RAG Status	Q2 Commentary
Customer and Community Services	157	Massey Matters neighbourhood development: Placemaking	Fund Massey Matters to work with their local community on a range of programmes that support strong neighbourhood connectedness and promote a sense of belonging and safety.	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 45,000	In progress	Green	Massey Matters supports neighbourhood initiatives that attract locals to the hubs and strengthen neighbourhood connections. In Q2, a variety of actions occurred which strengthen neighbourhood development. In conjunction with Saving Hope and 100% Canine, Massey Matters hosted a dog training education session in which food, blankets, dog-beds and other items were distributed to those who participated. This session was over-subscribed with over 100 people wanting to attend. The capacity was 80. This initiative will be run again. On World Kindness Day, Massey Matters volunteers invited motorists to have free sausages. This 'gift' was appreciated by motorists. Free kai and clothing from the hubs provide connection with residents, as do free hair-cuts, a service that is rising in demand. It is not unusual to provide 10-15 haircuts at both hubs in an afternoon. The relationship with Massey High School is now strong. The school is proactive in working with Massey Matters to de-escalate difficult youth issues in Triangle Park. Staff training to de-escalate situations that arise around the hubs was provided for staff in Q2. CCTV was installed at the hubs, and this has significantly reduced anti-social incidents.
Customer and Community Services	159	Get Licenced in Rānui-Rānui Action Project; Neighbourhood development	Fund Rānui Action Project (RAP) to assist residents to be legal drivers and increase their employment opportunities. 50% of this allocation is targeted at local Māori residents.	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 10,000	In progress	Green	Two Learner Licence courses were completed in Q2. The November course had 10 participants with five sitting the test and passing. There were 15 participants in the December course. At the time of writing the report the outcomes of the December course were not known, 16 participants sat the Restricted or Full Licence. All have completed their driving assessments. In Q2, nine people passed their Restricted Licence and five failed. One person passed the Full Licence and one is to sit the test in the New Year. Those that failed will re-sit the test.
Customer and Community Services	3480	Local implementation of Ngā Hapori Momoho (Thriving Communities strategic action plan)-Henderson-	Local Board contribution towards the capability required to deliver community development activities and outcomes.	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 114,600	In progress	Green	Local implementation of Ngā Hapori Momoho (Thriving Communities) Strategic Action Plan is well entrenched with the Henderson Massey Local Board. All work programme lines are 100% formulated and delivered by community partners. Delivery criteria are outlined in each funding agreement and focus on priorities outlined in the HMLB Plan. In Q2, the delivery criteria within each funding agreements was implemented by community agencies. There is currently a reduction in funding from government and community funders which has required modification by some agencies for service delivery.
Customer and Community Services	3894	Youth specialist delivery - Henderson-Massey	Local Board contribution towards the capability required to deliver youth community development activities and outcomes.	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 7,781	In progress	Green	This line reflects staff delivery of Community Delivery youth empowerment work programme activities.
Customer and Community Services	3923	Community Development Specialist delivery-Henderson-Massey	Local Board contribution towards the capability required to deliver community development activities and outcomes.	Community: Community Wellbeing - Community Delivery	2023HM1 - Our people	LDI: Opex	\$ 25,000	In progress	Green	This line reflects staff delivery of Community Delivery community empowerment work programme activities.

Chair's Report - Chris Carter

File No.: CP2025/00357

Item 16

Te take mō te pūrongo / Purpose of the report

1. To provide an update on projects, meetings, and other initiatives relevant to the local board's interests.

Whakarāpopototanga matua Executive summary

2. Local board members are responsible for leading policy development in their areas of interest, proposing and developing project concepts, overseeing agreed projects within budgets, being active advocates, accessing and providing information and advice.

Ngā tūtohunga / Recommendation

That the Henderson-Massey Local Board:

- a) whiwhi / receive Chair Chris Carter's February 2025 report.

Ngā tāpirihanga / Attachments

No.	Title	Page
A ↓	Chair Chris Carter's report - February 2025	107

Ngā kaihaina / Signatories

Authors	Laura Hopkins - Democracy Advisor
Authorisers	Adam Milina - Local Area Manager

Hōtaka Kaupapa (Policy Schedule)

File No.: CP2025/00375

Item 17

Te take mō te pūrongo / Purpose of the report

1. To present the Henderson-Massey Local Board Hōtaka Kaupapa (Policy Schedule).

Whakarāpopototanga matua / Executive summary

2. The Hōtaka Kaupapa (Policy Schedule) was previously the governance forward work programme calendar for the Henderson-Massey Local Board (Attachment A). The policy schedule is updated monthly, reported to business meetings and distributed to council staff.
3. The policy schedule aims to support local boards' governance role by:
 - ensuring advice on meeting agendas is driven by local board priorities
 - clarifying what advice is expected and when
 - clarifying the rationale for reports.
4. The policy schedule also aims to provide guidance for staff supporting local boards and greater transparency for the public.

Ngā tūtohunga / Recommendation/s

That the Henderson-Massey Local Board:

- a) whiwhi / receive the Hōtaka Kaupapa (Policy Schedule) for February 2025.

Ngā tāpirihanga / Attachments

No.	Title	Page
A ↓	Henderson-Massey Local Board Hōtaka Kaupapa (Policy Schedule) - Febraury 2025	111

Ngā kaihaina / Signatories

Authors	Laura Hopkins - Democracy Advisor
Authorisers	Adam Milina - Local Area Manager

Confirmation of Workshop Records

File No.: CP2025/00384

Te take mō te pūrongo / Purpose of the report

1. To present records of workshops held by the Henderson-Massey Local Board.

Whakarāpopototanga matua / Executive summary

2. Briefings/presentations provided at the workshops held are as follows:

3 December 2024

1. Event update - Snow in the Park
2. Draft play plan review

Ngā tūtohunga / Recommendation/s

That the Henderson-Massey Local Board:

- a) tuhi ā-taipitopito / note the workshop records for 3 December 2024.

Ngā tāpirihanga / Attachments

No.	Title	Page
A1	Henderson-Massey Local Board workshop records for 3 December 2024	115

Ngā kaihaina / Signatories

Authors	Laura Hopkins - Democracy Advisor
Authorisers	Adam Milina - Local Area Manager

