

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

Date: Thursday, 20 February 2025
Time: 3.00pm
Meeting Room: St Chads Church and Community Centre
Venue: 38 St Johns Road
Meadowbank

Ōrākei Local Board OPEN AGENDA

MEMBERSHIP

Chairperson	Scott Milne, JP
Deputy Chairperson	Sarah Powrie
Members	Troy Churton
	Angus McPhee
	Penny Tucker
	Margaret Voyce
	David Wong, JP

(Quorum 4 members)

Monique Rousseau
Democracy Advisor

14 February 2025

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ITEM	TABLE OF CONTENTS	PAGE
1	Nau mai Welcome	5
2	Ngā Tamōtanga Apologies	5
3	Te Whakapuaki i te Whai Pānga Declaration of Interest	5
4	Te Whakaū i ngā Āmiki Confirmation of Minutes	5
5	He Tamōtanga Motuhake Leave of Absence	5
6	Te Mihi Acknowledgements	5
	6.1 Acknowledgements – 2025 New Year’s Honours	
7	Ngā Petihana Petitions	6
8	Ngā Tono Whakaaturanga Deputations	6
	8.1 Deputation - Rachael Dubois and Grae Now - Dust Palace	6
9	Te Matapaki Tūmatanui Public Forum	6
10	Ngā Pakihi Autaia Extraordinary Business	7
11	Proposed new lease to the Dust Palace Charitable Trust at the Ellerslie War Memorial Hall, Ellerslie	9
12	172 West Tāmaki Road - Glen Taylor School	21
13	Approval for a new private road name at 24 Sierra Street, Glendowie	25
14	Local Board feedback on Fix and Finish fund	35
15	Public feedback report on the traffic bylaw review	47
16	Local board input into Auckland Council's submission on the Local Government (Water Services) Bill	83
17	PLACEHOLDER: Auckland Council’s Quarterly Performance Report: Ōrākei Local Board for quarter two 2024/2025	91
18	Governance Forward Work Calendar and Resolutions Pending Action Report	93
19	Ōrākei Local Board Workshop Records	99
20	Chairperson and Board Members' Report	107
21	Te Whakaaro ki ngā Take Pūtea e Autaia ana Consideration of Extraordinary Items	

1 Nau mai | Welcome

Chairperson S Milne will welcome those present with a karakia.

2 Ngā Tamōtanga | Apologies

At the close of the agenda, one apology from Member T Churton 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.

4 Te Whakaū i ngā Āmiki | Confirmation of Minutes

That the Ōrākei Local Board:

- a) whakaū / confirm the ordinary minutes of its meeting, held on Thursday, 21 November 2024, and the ordinary minutes of its meeting, held on Thursday, 12 December 2024, including the confidential section, as a true and correct record.

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 Acknowledgements: 2025 New Year's Honours

That the Ōrākei Local Board:

- a) acknowledge the following recipients of the 2025 New Year's Honours within the Ōrākei Local Board area:

Appointment	Title and name	Citation
MNZM	Mrs Norefjell Jacqueline Marama Tanga Royal, JP	For services to Māori and governance
KNZM	Sir Edward Colin Manson	For services to philanthropy, the community and business
CNZM	Mr John Bernard Hart	For services to sports governance
ONMZ	Mr Sudesh Kumar Jhunjhnuwala	For services to the hospitality industry and philanthropy
ONZM	Mr Matthew Christian Metcalfe	For services to the film industry
ONZM	Mr Oliver Metcalfe Newland	For services to real estate and the community

ONZM	Mr Dale Cameron Bailey	For services to education
MNZM	Ms Nicola Maree Ataria MacDonald	For services to the environment
MNZM	Ms Sheryll Ann Ofner	For services to education
KSO	Mrs Jocelyn Anne Armstrong	For services to interfaith communities

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 Ōrākei Local Board. This means that details relating to deputations can be included in the published agenda. Total speaking time per deputation is ten minutes or as resolved by the meeting.

8.1 Deputation - Rachael Dubois and Grae Now - Dust Palace

Te take mō te pūrongo

Purpose of the report

1. To provide an opportunity for individuals and groups to deliver a presentation to the local board during the deputation segment of the business meeting.

Whakarāpopototanga matua

Executive summary

2. Rachael Dubois (Producer) and Grae Now (Board Chair) of Dust Palace will be in attendance presenting on their progress with the community and potential lease for the Eilerslie War Memorial Hall.

Ngā tūhonga

Recommendation/s

That the Ōrākei Local Board:

- a) receive the presentation from Rachael Dubois and Grae Now on their progress with the community and Eilerslie War Memorial Hall in relation to a potential lease.

Attachments

- A 20 February 2025, Ōrākei Local Board, Item 8.1, Deputation - Dust Palace update - Presentation 119

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.”

Proposed new lease to the Dust Palace Charitable Trust at the Ellerslie War Memorial Hall, Ellerslie

File No.: CP2025/01251

Item 11

Te take mō te pūrongo

Purpose of the report

1. To grant a new lease to The Dust Palace Charitable Trust for The Ellerslie War Memorial Hall located at 134-138 Main Highway, Ellerslie, Auckland.

Whakarāpopototanga matua

Executive summary

2. The Dust Palace Charitable Trust (the trust) seeks a new lease to commence occupation and operation from the council-owned building at Ellerslie War Memorial Hall located at 134-138 Main Highway, Ellerslie, Auckland.
3. The new lease was identified and approved by the local board as part of the Community Facilities: Community Leases Work Programme 2024/2025 at their 20 June 2024 local board meeting (Resolution number OR/2024/67).
4. The trust aims to support the development of the circus industry in Aotearoa / New Zealand. Growing circus as an art form and increasing accessibility to the benefits of circus. These activities align with the Ōrākei Local Board Plan 2023 outcome - our community and our economy. The trust's community outcomes plan will ensure the group deliver programmes to the community and also include outcomes for Māori. The trust will make available rooms for the public to hire for approximately 50 per cent of the time.
5. The trust has provided all required information, including financials showing that it has sufficient funds and is being managed appropriately. The trust has all the necessary insurance cover, including public liability insurance, in place.
6. The council-owned building is currently managed under Venue for Hire and an informal occupancy. Formal leases to Plunket and NZ Police have been terminated at the request of the groups.
7. As this is a council-owned building, best practice is to carry out a review of alternative use of the premises. Local board staff carried out an analysis of options and discussed the outcomes with the local board at a workshop held on 12 September 2024. The local board supported in principle for staff to progress a lease for the entire building to the trust.
8. The proposed new lease to the Dust Palace Charitable Trust for The Ellerslie War Memorial Hall was publicly notified. The notification appeared in the Eastern and Bays Courier and the Auckland Council website with a submission deadline of 11 December 2024. Staff received numerous glowing submissions in support of Dust Palace.
9. Ellerslie Community Patrol provided a submission with concerns around their occupancy and availability of community space to hire. These concerns are addressed in the body of the report.
10. The council-owned building is currently managed by Venue for Hire. Staff visited the building in September 2024. Whilst the building is clean and tidy, it requires some work to ensure the building remains fit for purpose.
11. Works include refurbishment of the kitchen, toilets, painting, renew balustrades, lighting and flooring. The works are scheduled in the 2024/2025 work programme year. Exterior works are currently scheduled for the 2026/2027 work programme year.

12. Area operations, Community Broker, Venue for Hire and Finance staff have all contributed information provided in this report.
13. This report recommends that a new lease be granted to the Dust Palace Charitable Trust for a term of three years commencing from 1 April 2025, or earlier by mutual agreement, with one three year right of renewal.

Ngā tūtohunga Recommendation/s

That the Ōrākei Local Board:

- a) karaati / grant under the Local Government Act 2002, a new community lease to the Dust Palace Charitable Trust for 612 square metres (more or less) located at 134-138 Main Highway, Ellerslie, Auckland on the land legally described as Part Lot 84 Deeds 1397 and Part of Lot 85 of a subdivision of Allotment 7 Section 12 Suburbs of Auckland (as per Attachment A – Site Plan Ellerslie War Memorial Hall), subject to the following terms and conditions:
 - i) term – three years, commencing 1 April 2025, or earlier by mutual agreement, with one three year right of renewal
 - ii) rent – \$50,000 plus GST per annum.
 - iii) rent to be reviewed at renewal.
 - iv) facility to be available to the community to hire at rates commensurate with council-run facilities with hours as per the Community Outcomes Plan
 - v) Community Outcomes Plan - to be appended to the lease as a schedule of the lease agreement (as per Attachment B – Community Outcomes Plan).
- b) whakaae / approve all other terms and conditions to be in accordance with the Local Government Act 2002, the Auckland Council Community Occupancy Guidelines 2012 (Updated July 2023), and the Auckland Council standard form lease agreement.
- c) tuhi ā-taipitopito / note that public notification for Auckland Council's intention to grant a new community lease to The Dust Palace Charitable Trust located at 134-138 Main Highway, Ellerslie, Auckland has been undertaken.
- d) tuhi ā-taipitopito / note that no objections to the notified proposal of the new community lease to the Dust Palace Charitable Trust at 134-138 Main Highway, Ellerslie, Auckland were received.

Horopaki Context

14. Local boards have the allocated authority relating to local recreation, sport and community facilities, including community leasing matters.
15. The Ōrākei Local Board approved the Community Facilities: Community Leases Work Programme 2024/2025 at their meeting on 20 June 2024 (resolution OR/2024/67).
16. The progression of a new operating model at the Ellerslie War Memorial Hall was part of the approved work programme. This report considers the new community lease as approved on the work programme.

Land, building/s and lease

17. The Ellerslie War Memorial Hall is located at 134-138 Main Highway, Ellerslie, Auckland (refer to Attachment A Site Plan - Site Plan Ellerslie War Memorial Hall). The land is held under the Local Government Act 2002 and is legally described as:
 - Part Lot 84 Deeds 1397;

- Part of Lot 85 of a subdivision of Allotment 7 Section 12 Suburbs of Auckland.
18. Currently the building is managed by council's venue for hire team. Council has identified works required to ensure the building remains fit for purpose.
 19. The required works form part of the approved 2024/2025 local board work programme.
 20. Works include refurbishment of the kitchen, toilets, painting, renew balustrades, lighting and flooring. These works are scheduled to be undertaken in early 2025. The trust has been notified and staff have collaborated with the trust on the schedule and scope of work.
 21. The area proposed to be leased is 612 square meters (more or less) as outlined in (Attachment A – Site Plan Ellerslie War Memorial Hall.)
 22. The lease is proposed to be a hybrid of community and commercial. The annual rent of \$50,000 will go towards the local board budget which covers items such as maintenance and renewals of council-owned buildings and funding for local initiatives.
 23. The building will be primarily used by the group to provide an arts hub for local and visiting artists in a range of art forms, as both a place of training/development and performance/exhibition.
 24. These programmes provide a place to connect, learn, and be active. The trust will also make the facility available for hire. It is envisaged the committee room will be available 40 hours a week and the hall for 15 hours a week (except for show times). The rates will be commensurate with other council-run facilities.

The Dust Palace Charitable Trust

25. The Dust Palace Charitable Trust (the trust) was established in 2009, and its primary purpose is to support the development of the circus industry in Aotearoa growing circus as an art form and increasing accessibility to the benefits of circus.
26. The trust has included relevant information like number of staff, classes provided and proposed, opening days/hours, availability of hire space for other community groups/people.
27. Classes proposed will include an aerial circus and other circus acts. Alongside this the facility will be used for dance performances, school performances, comedy festival satellite/touring shows, live music events, awards ceremonies/events, theatre shows and cultural performances.
28. The trust has not previously had a council lease as they had previously been in a private commercial space.

Tātaritanga me ngā tohutohu Analysis and advice

29. At the expiry of a lease for a council-owned building, a review of alternatives for the use of the premises should be carried out as good practice. For this, an expression of interest process can be undertaken to gauge interest and best use.
30. The Ellerslie War Memorial Hall is currently a mixture of council's venue for hire and informal occupancy. The hall also had formal leases to Plunket and NZ Police who have since surrendered their leases. Local board staff undertook an investigation and analysis into alternative uses for the space.
31. Staff findings were discussed with the local board at a workshop held on 12 September 2024. The local board gave in principle its support to progress to a formal report for a lease over the entire building to the trust.
32. Under Section 138 of the Local Government Act 2002, Auckland Council must publicly notify its intention to grant a new community lease if the term is longer than six months.

33. The proposed new community and commercial hybrid lease to the Dust Palace Charitable Trust for the Ellerslie War Memorial Hall at 134-134 Main Highway, Ellerslie was publicly notified. The notification appeared in the Eastern and Bays Courier in November and the Auckland Council website's Have Your Say webpage with a submission deadline of 11 December 2024.
34. The cost of the public notification was met by the Parks and Community Facilities department of council.
35. Staff received over 40 positive submissions in support of the new lease. These included the views that the new lease would provide:
 - artistic development;
 - community engagement;
 - cultural enrichment;
 - positive economic impact on the town centre;
 - and educational opportunities.
36. Many submitters had attended Dust Palace classes and spoke highly of the outcomes they provide.
37. Whilst council received a submission from the Ellerslie Community Patrol (ECP) concerning their occupancy at the Ellerslie War Memorial Hall, it should be noted that the ECP have no occupation agreement at the hall. In line with local board direction, Dust Palace have stated that they will provide space for ECP in some form within their new area at no cost to ECP.
38. ECP also commented on the perceived price to use space within the leased area. Under the revised community guidelines, shared leased spaces are at \$45 per square meter to cover building related costs such as utilities etc.
39. Staff do not recommend having multiple groups lease the Ellerslie War Memorial Hall as this will require extensive coordination and increase the administration of the occupancies, responsibilities and cost allocation. The preferred approach is to a grant lease to one entity who in turn can manage room hireage and/or sublease type arrangements with existing and new users.

Assessment of the application

40. The trust has submitted a comprehensive application supporting the new lease request and is able to demonstrate its ability to operate and deliver the Ellerslie War Memorial Hall as an arts hub and facility for community hire.
41. The trust has provided financials which show that accounting records are being kept, funds are being managed appropriately and there are sufficient funds to meet liabilities.
42. The trust has all necessary insurance cover, including public liability insurance, in place.
43. A site visit was undertaken by staff and the trust in September 2024. The trust had a walkthrough of the facility where staff discussed what improvements council were to undertake and what improvements the trust would like to undertake. The trust has subsequently contacted council's facilities manager to discuss proposed works and the process.
44. The group provides a valuable service to the local community by providing a space to enable the arts sector to thrive. The trust also proposes to allow the public to hire the committee room for 40 hours a week and the hall space for 15 hours a week (except for show times).
45. The trust will make available limited storage space for the Ellerslie Community Patrol and Ellerslie Business Association who currently use the facility via an informal arrangement.

46. The activation of the hall will benefit the entire Ellerslie township, increase visits to the locality and other local businesses, act as passive surveillance and create a lively atmosphere.
47. A Community Outcomes Plan has been negotiated with trust to identify the benefits it will provide to the community. This will be attached as a schedule to the lease agreement and is attached to the report as Attachment B.
48. Auckland Council's Community Occupancy Guidelines 2012 (Updated July 2023) sets out the requirements for community occupancy agreements and the community outcomes plan will be included as part of the lease agreement if approved by the local board.
49. Staff recommend that a new hybrid community lease be granted to the Dust Palace Charitable Trust for a term of three years commencing from 1 April 2025, or earlier by mutual agreement, with one three-year right of renewal.

Tauākī whakaaweawe āhuarangi **Climate impact statement**

50. It is anticipated that activation of the building will result in an increase of greenhouse gas emission. A shared workspace/community space will however decrease overall energy use, as users will not consume energy at individual workspaces. The shared space will provide opportunity and enable people to enjoy positive healthy lifestyles and will increase capability and connections within the local community.
51. To improve environmental outcomes and mitigate climate change impacts, the council advocates that the lease holder:
 - use sustainable waste, energy and water efficiency systems
 - use eco-labelled products and services
 - seek opportunities to reduce greenhouse gas emissions from lease-related activities
52. Asset improvements and maintenance undertaken by the council will strive for maximum re-use and recycling of existing material. This will be in alignment with the waste management hierarchy (prevention, reduction, recycle) to ensure minimum impact on greenhouse gas emissions.
53. All measures taken are aimed at meeting council's climate goals, as set out in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which are:
 - to reduce greenhouse gas emissions to reach net zero emissions by 2050 and
 - to prepare the region for the adverse impacts of climate change.
54. Climate change has an unlikely potential to impact the lease, as no part of the leased area is located in a flood-sensitive or coastal inundation zone.

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

55. Council staff from within the Customer and Community Services Directorate - community facilities operational management and maintenance; Community Broker, and finance have been consulted. They are supportive of the proposed lease as it will include positive outcomes.
56. The building is currently managed under the Venue for Hire portfolio. The trust will continue to provide space for the community to hire. It should be noted that there is another venue for hire facility a few hundred metres away.
57. The proposed new lease has no identified impact on other parts of the council group. The views of council-controlled organisations were not required for the preparation of this report's advice.

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

58. The proposed lease will benefit the community by enabling initiatives that promote the arts and also provide a space for other community groups to use in the local board area and its surrounding communities.
59. The options around future use of the Ellerslie War Memorial Hall and the trust's proposed lease were workshopped with the local board on 12 September 2024. The local board indicated its in-principle support of the lease proposal.
60. The delivered activities align with the Ōrākei Local Board Plan 2023 priority areas:
 - Our Community – We find creative ways to provide the facilities and services that our community needs and look after what we have;
 - Our Economy - Our town centres are thriving and local businesses are resilient.

Tauākī whakaaweawe Māori Māori impact statement

61. The site is not identified as having any cultural significance to iwi, nor is it near water. The land is not identified as being part of any treaty settlement.
62. The lessee has agreed, via the Community Outcomes Plan, to deliver Māori outcomes that reflect their local community as per Attachment B of this report. The lease will benefit Māori and the wider community through offering arts programmes and providing a space for other community groups to use. The trust has strong working relationships with Māori artists and companies.
63. The trust has established a kaupapa Māori circus school, Te Kura Maninirau. Te Kura Maninirau has been a wildly successful project, attracting more funding and engaging with over a hundred tamariki and rangatahi and their whānau.

Ngā ritenga ā-pūtea Financial implications

64. All costs relating to the advertisement of the council's intention to grant the proposed lease will be borne by the Parks and Community Facilities Department of council.
65. Whilst the facility is currently under Venue for Hire and the facility revenue has been accounted for in future budgets for the local board, the new rent is commensurate with this budgeted revenue.
66. Currently the budget also accounts for utilities and cleaning under Venue for Hire but under a lease agreement the lessee is responsible for utilities and cleaning. The overall effect will be positive for the local board's budget.
67. Staff have consulted with the Financial Advisory Department of council. No concerns were raised regarding the financial implications for the new lease to the Dust Palace Charitable Trust for The Ellerslie War Memorial Hall located at 134-138 Main Highway, Ellerslie, Auckland.
68. Capital expenditure projects will still be covered by the council, which is accounted for in current and future budgets.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

69. Should the local board resolve not to grant the proposed community lease to the Dust Palace Charitable Trust for the Ellerslie War Memorial Hall at 134-134 Main Highway, the group's ability to undertake all current and future activities will be negatively impacted. This

will also have an adverse impact on the achievement of the desired local board plan outcomes.

70. Should the building remain under its current operating model usage will not be maximised. Council will be liable for the asset/s regardless of whether it attracts rent or not.



Ngā koringa ā-muri

Next steps

71. If the local board resolves to grant the proposed new community lease, staff will work with the Dust Palace Charitable Trust to finalise the lease agreements in accordance with the local board decision.

Ngā tāpirihanga

Attachments

No.	Title	Page
A 	Site Plan Ellerslie War Memorial Hall	17
B 	Community Outcomes Plan - Dust Palace	19

Ngā kaihaina

Signatories

Authors	Phillipa Carroll - Principal Community Lease Advisor
Authorisers	Kim O'Neill - Head of Property & Commercial Business Tristan Coulson - Local Area Manager

Attachment A: Site Plan Site Plan Ellerslie War Memorial Hall

land outlined in blue and leased area outlined in red



THIRD SCHEDULE

Community Objectives Plan

Tenant	The Dust Palace Charitable Trust
Name and Location of Land/Facility	Ellerslie War Memorial Hall
Local Board Area	Ōrākei
Financial Year	Year to 30 September
Reporting Date	3 months after financial year end
Premises extent (in m²)	612

Performance indicator	Measurement	Target	Tenant result	Verification source
Benefit for Maori				
Māori membership	The percentage of the Tenant's members who identify as Māori at the Reporting Date	5(%)		membership register
Māori outcomes	Total number of hours that the Tenant has provided programming, activities or services, related to Māori health for the Financial Year	84 hours		programming schedule
Māori participation	Total number of Māori participating in programmes, activities or services related to Māori health for the Financial Year	N/A		programming schedule
Community Outcomes				
Membership numbers	The total number of members at the Reporting Date	N/A		membership register
Community use	Total number of participants / visitors / users / customers attended to for the Financial Year	12,000		customer log, enrolment register
Formal programming	Total number of hours that the Tenant has spent providing services, programming, or activities, related to Health for the Financial Year	1680 (Hours)		programming or activity schedule, other supporting documentation
Full time employees	Minimum full-time employees (working 30 hours or more per week), at the Reporting Date	0 (People)		financial statements
Part time employees	Minimum part-time employees (working less than 30 hours per week), at the Reporting Date	0 (People)		financial statements
Volunteer hours	Total amount of volunteer hours for the Financial Year	0 (Hours)		annual report / financial statements
Formal hireage	Total number of events hosted at the Premises for the Financial Year	40 hours		hireage schedule

		per week (Events)		
Equity				
Low participation and diverse community usage	Total number of hours spent providing services, programming or activities aimed at the Pacifica Community for the Financial Year	43 (Hours)		programming schedule
Asset management				
Facility maintenance plan	Copy of facility maintenance plan			Facilities Maintenance Plan
Asset condition	Building condition (grade)			Building condition report, not older than 5 years
Governance				
Committee turnover	Percentage of the Tenant's management committee turnover for the Financial Year	<75%		Committee member register
Financial				
Leverage	Total assets against liabilities at the Reporting Date	1 to 1		Financial statements
Cash reserves	Total amount of cash in hand at the Reporting Date	\$5,000		Financial statements

Checklist of documents to be included (not all may be applicable)			<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
1	Public liability insurance		
2	Building insurance		
3	Incorporated or charitable trust registration documents		
4	Customer log		
5	Enrolment register		
6	Membership register		
7	Programming schedule		
8	Financial accounts and report		
9	Hireage schedule		
10	Facilities maintenance plan (tenant-owned buildings only)		
11	Building condition report (tenant-owned buildings only)		
12	Management committee register with contact details		

172 West Tāmaki Road - Glen Taylor School

File No.: CP2025/01398

Item 12

Te take mō te pūrongo

Purpose of the report

1. To seek a resolution from the Ōrākei Local Board (the local board) to support raising the existing zebra crossing at 172 West Tāmaki Road to support Glen Taylor School.

Whakarāpopototanga matua

Executive summary

2. Glen Taylor School is requesting that the existing pedestrian crossing outside the school on 172 West Tāmaki Road be raised.
3. Auckland Transport (AT) revised its policies in regard to raised platforms in 2024. As West Tāmaki Road is an arterial road, raised platforms are generally not recommended. Installing a raised platform at this location now requires approval from the Chief Engineer at AT and a supporting resolution from the appropriate local board.
4. This report seeks a formal resolution in support of a raised feature at 172 West Tāmaki Road due to reported significant safety concerns reported by the principal of Glen Taylor School.

Ngā tūtohunga

Recommendation/s

That the Ōrākei Local Board:

- a) approve in principle that the existing pedestrian crossing at 172 West Tāmaki Road be raised to support safety for Glen Taylor School pupils.
- b) request that Auckland Transport provide an indicative timeframe to commence design and delivery of the raised crossing.
- c) forward these recommendations to the Maungakiekie-Tāmaki Local Board for their information and consideration.

Horopaki

Context

5. Glen Taylor School has requested that the existing crossing at 172 West Tāmaki Road be raised due to significant safety concerns from driver behaviour outside the school.
6. In 2024, AT revised its policies regarding raised platforms in the road corridor as some existing profiles used on the transport network can appear too aggressive when used on higher-speed or higher volume roads if they are not part of an extended traffic calming scheme. West Tāmaki Road is classed as an arterial road.
7. A Departure from Standard must be requested for 172 West Tamaki Road as a raised device is considered an essential element to achieve improvements in pedestrian safety and to reduce vehicle speeds.
8. In this case, the Chief Engineer at AT has given his approval in principle to the creation of a raised platform at 172 West Tāmaki Road subject to a formal resolution in support from the Ōrākei and Maungakiekie-Tāmaki local boards.

Tātaritanga me ngā tohutohu Analysis and advice

9. Glen Taylor School's principal has requested that the existing pedestrian crossing situated 172 West Tāmaki Road be raised due to significant safety concerns that they are experiencing due to driver behaviour.
10. Police have attended this site at school pick up and drop off times and observed high vehicle speeds and unsafe driver behaviour. They have advocated to AT for this crossing to be raised.
11. AT has carried out speed surveys that prove a history of vehicles travelling over the speed limit at this location, with the 85th percentile speed recorded at 56km/h. The speed limit at 172 West Tāmaki Road is 50km/h.
12. The proposed raised table will be designed to reduce vehicle speeds and improve pedestrian safety, while maintaining a reasonable level of driver comfort for general traffic travelling along this arterial route, and to minimise noise and vibration effects.

Tauākī whakaaweawe āhuarangi Climate impact statement

13. AT reviews the potential climate impacts of all projects and works hard to minimise carbon emissions. AT's work programme is influenced by council direction through Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

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

14. Any engagement required with other parts of the council group will be carried out on an individual-project basis.

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

15. The local board views were sought in February 2025 and the general sentiment was to support raising the existing pedestrian crossing at 172 West Tāmaki Road.

Tauākī whakaaweawe Māori Māori impact statement

16. AT is committed to meeting its responsibilities under Te Tiriti o Waitangi and its broader legal obligations in being more responsible or effective to Māori.
17. AT's Māori Responsiveness Plan outlines the commitment to 19 mana whenua 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 [here](#).

Ngā ritenga ā-pūtea Financial implications

18. There are no financial implications for the local board in endorsing the project. If any funding for the project is sought from the local board, a separate report will be written.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

19. There is no risk to the local board in supporting this project.

Ngā koringa ā-muri

Next steps

20. AT will also be seeking support from Maungakiekie-Tāmaki Local Board as this project is on the boundary of the two boards.
21. If support is received from both local boards, design of the project will begin.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

Authors	Lorna Stewart – Engagement Partner (Auckland Transport)
Authorisers	John Gillespie - Head of Stakeholder and Community Engagement (Auckland Transport) Tristan Coulson - Local Area Manager

Approval for a new private road name at 24 Sierra Street, Glendowie

File No.: CP2025/00757

Item 13

Te take mō te pūrongo Purpose of the report

1. To seek approval to name one new private road, created by way of a subdivision development at 24 Sierra Street, Glendowie.

Whakarāpopototanga matua Executive summary

2. A resource consent was issued in May 2024 for the construction of 28 new residential freehold units and one Commonly Owned Access Lot (COAL) at 24 Sierra Street, Glendowie.
3. The New Zealand road naming standards require that in this particular instance a road name is necessary in the interests of public safety and administration and the Ōrākei Local Board has been delegated the responsibility for the naming of new roads in this local board area by Auckland Council.
4. The developer and applicant, Sierra Development Limited, has proposed the names presented below for consideration by the local board.
 - a) Glenview Place (applicant's preferred)
 - b) Mountview Court (alternative 1)
 - c) Glen Orchard Lane (alternative 2)
5. Those names are assessed in this report by the council's technical specialists as all being acceptable for the location and are now presented to the Ōrākei Local Board to consider which if any name might be approved under the delegation.

Ngā tūtohunga Recommendation/s

That the Ōrākei Local Board:

- a) whakaae / approve the name Glenview Place for the new private road created by way of subdivision at 24 Sierra Street, Glendowie, in accordance with section 319(1)(j) of the Local Government Act 1974 (Road naming reference RDN90120416, resource consent references BUN60413313 and SUB60413315).

Horopaki Context

6. Resource consent reference BUN60413313 (subdivision reference number SUB60413315) was issued in May 2024 for the construction of 28 new residential freehold units and one Commonly Owned Access Lot (COAL) at 24 Sierra Street, Glendowie.
7. The Australian and 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 NZ Standards) require that in most instances, a road name is required in the interests of public safety and administration when the accessway services more than five dwellings, as in this instance.

8. The Ōrākei Local Board has been delegated by Auckland Council, the responsibility for the naming of new roads within this local board area and as required by section 319(1)(j) of the Local Government Act 1974.
9. To aid developers, the Ōrākei Local Board has provided the Ōrākei Local Board Road Naming Policy and Guidelines (the Guidelines) that set out the requirements and criteria for obtaining road names within the area. The Guidelines state that where a new road needs to be named, the subdivider / developer shall provide one preferred and several alternate road names for the local board's consideration.
10. The developer and applicant in this instance, Sierra Development Limited, has proposed the following names for consideration by the local board:
 - a) Glenview Place (applicant's preference)
 - b) Mountview Court (alternative 1)
 - c) Glen Orchard Lane (alternative 2)

Site and location plans of the development can be found in Attachment A and B.

11. The proposed names are necessarily assessed against both the NZ Standards and the Guidelines, so that the local board can have confidence in its decision-making.
12. Having identified the necessity for a road name, the NZ Standards require that the name chosen is not duplicated in proximity and that the roading typology (Drive, Crescent, Place etc.) is suitable for this particular situation. These matters are considered by direct consultation with Land Information New Zealand (LINZ), which has responsibility for ensuring that addressing matters comply with the NZ Standards across New Zealand.
13. The Guidelines contain three principles to aid the consideration of an appropriate name:

Principle 1: Road names to minimise confusion

This Principle and the helpful "Road Naming Criteria" contained at Appendix B addresses the same public safety and prevention of administrative confusion matters that are set out in the NZ Standards, it is therefore considered that the requirements of Principle 1 would be considered to have been met in the event the proposed road names are technically acceptable to LINZ.

Principle 2: Road names to reflect the heritage of an area

At section (2), Principle 2 states that: "*Proposed names should reflect the historical or cultural or existing thematic or environmental identity of an area, to recognise the unique characteristics of that area and possibly the community.*" This provides a lens through which the appropriateness of a road name might be considered.

Section (4) requires that "*The Board expects that there will be consultation with the local residents' and local business associations, local special interest groups, historical societies and mana whenua to develop new names.*" Assessment of this section provides the local board certainty that consultation has taken place with the groups most appropriate to determining the acceptability of a particular name.

Section (7) states that "*Where an ancestral linkage to mana whenua is proposed the applicant must consult with the appropriate iwi to ensure cultural propriety*". This section sets the expectation in relation to the appropriate use of Te Reo in road names. Assessment of this component of Principle 2 is undertaken in the Tauākī whakaaweawe Māori section of this report below.

Principle 3: Road Types

This Principle addresses the same matters for consideration in respect to road typology as set out in the NZ Standards, Principle 3 would be considered to have been met in the event the proposed typologies are acceptable to LINZ.

14. The analysis and advice that follow is undertaken with reference to the NZ Standards and the Guidelines and as described above.

Tātaritanga me ngā tohutohu Analysis and advice

15. The proposed names and their meaning are provided in the table immediately below:

Proposed name	Meaning
Glenview Place (applicant's preference)	<p>This name is a reference to the Scottish ancestry of the first settler inhabitants of the area.</p> <p>The history of Glendowie and Glen Innes, New Zealand, is linked to the farms established by William Innes Taylor and his brothers in the 1800s. The name "Glen" comes from a Gaelic word for valley.</p> <p>William Innes Taylor</p> <ul style="list-style-type: none"> • Immigrated to New Zealand from Scotland in 1843 • Named his farm Glen Innes after his mother, Barbara <p>Richard James Taylor</p> <ul style="list-style-type: none"> • Arrived in New Zealand in 1846 • Named his property Glendowie
Mountview Court (alternative)	Taurere or Taylors Hill Reserve is known colloquially by residents as Mt Taylor. This name is a reference to the 187-foot-tall and striking landmark of the area.
Glen Orchard Lane (alternative)	Glen Orchard is the original name for one of the Taylor brother's farms who was an early settler in the area. The farm is now called St Heliers.

Item 13

16. The three proposed road names have been checked against the NZ Standards in consultation with LINZ. LINZ has confirmed that, as there is no duplication or similarity to other names in close proximity, all names are technically suitable for use at this location. As Principle 1 of the Guidelines addresses the same public safety and prevention of administrative confusion matters that are set out in the NZ Standards, it can be considered that the requirements of Principle 1 have also been met in this instance.
17. Principle 2 section (2) of the Guidelines requires that the road names "... *should reflect the historical or cultural or existing thematic or environmental identity of an area, to recognise the unique characteristics of that area and possibly the community.*"
- The proposed names have a clear link to the history and environmental identity of the Glendowie area, referencing early settlers who are established figures in the community and the well-known community landmark Taurere/Taylor Hill. For this reason, it is considered that the Principle 2 section (2) matters have been appropriately addressed.
18. Principle 2 section (4) of the Guidelines anticipates consultation with potentially affected community and other groups prior to decision-making. Taking into account the meanings of the proposed names and the fact that the road to be named is private, there are no community or other groups anticipated to be affected.
19. Principle 2 section (7) requires consideration of ancestral linkages to mana whenua. Ngāti Pāoa is the primary tangata whenua in the Glendowie area. The applicant has made several attempts to consult with Ngāti Pāoa, however, no response has been received. Please refer to the Tauākī whakaaweawe Māori section for more information.
20. LINZ has also confirmed that 'Place', 'Court' and 'Lane' are acceptable road types and reflect the form and layout of the COAL. As Principle 3 of the Guidelines addresses the same matters for consideration as set out in the NZ Standards, it can be considered that the requirements of Principle 3 have also been met.

21. Having provided assessment of the relevant NZ Standards and the Guidelines in the commentary above, it is therefore considered that the relevant matters have been adequately addressed by the applicant and the preferred road name can be supported.

Tauākī whakaaweawe āhuarangi **Climate impact statement**

22. 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**

23. 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**

24. 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**

25. To aid local board decision-making, the Guidelines include Principles recognising cultural and ancestral linkages to areas of land through engagement with mana whenua.
26. On October 17, 2022, the applicant's agent contacted Ngāti Whātua Ōrākei seeking input into the naming of the road in this development. Ngāti Whātua Ōrākei responded stating that they consider and recognise Ngāti Pāoa as the primary tangata whenua in the Glendowie area and that the inquiry should be sent to them.
27. Following the advice provided by Ngāti Whātua Ōrākei the applicant's agent contacted Ngāti Pāoa on October 19, 2022, seeking input into the naming of the road. An email acknowledging the request and advising that it would be reviewed was received from Ngāti Pāoa on the same day. Given that no further response was received from Ngāti Pāoa, the applicant's planner sent follow-up emails on January 27, 2023, June 7 2023, December 3 2024 and January 8 2025. To date, no response from Ngāti Pāoa has been received.
28. While acknowledging that a failure to respond does not automatically signify a lack of interest in the matter and noting that dependent on the scale of a development and its level of significance, not all road naming applications do receive comments from mana whenua, the applicant now wishes to continue to a decision from the local board.
29. This site is not listed as a site of significance to mana whenua and no Te Reo Māori names are proposed.

Ngā ritenga ā-pūtea **Financial implications**

30. The road naming process does not raise any financial implications for the council.
31. 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

32. 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

33. 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.

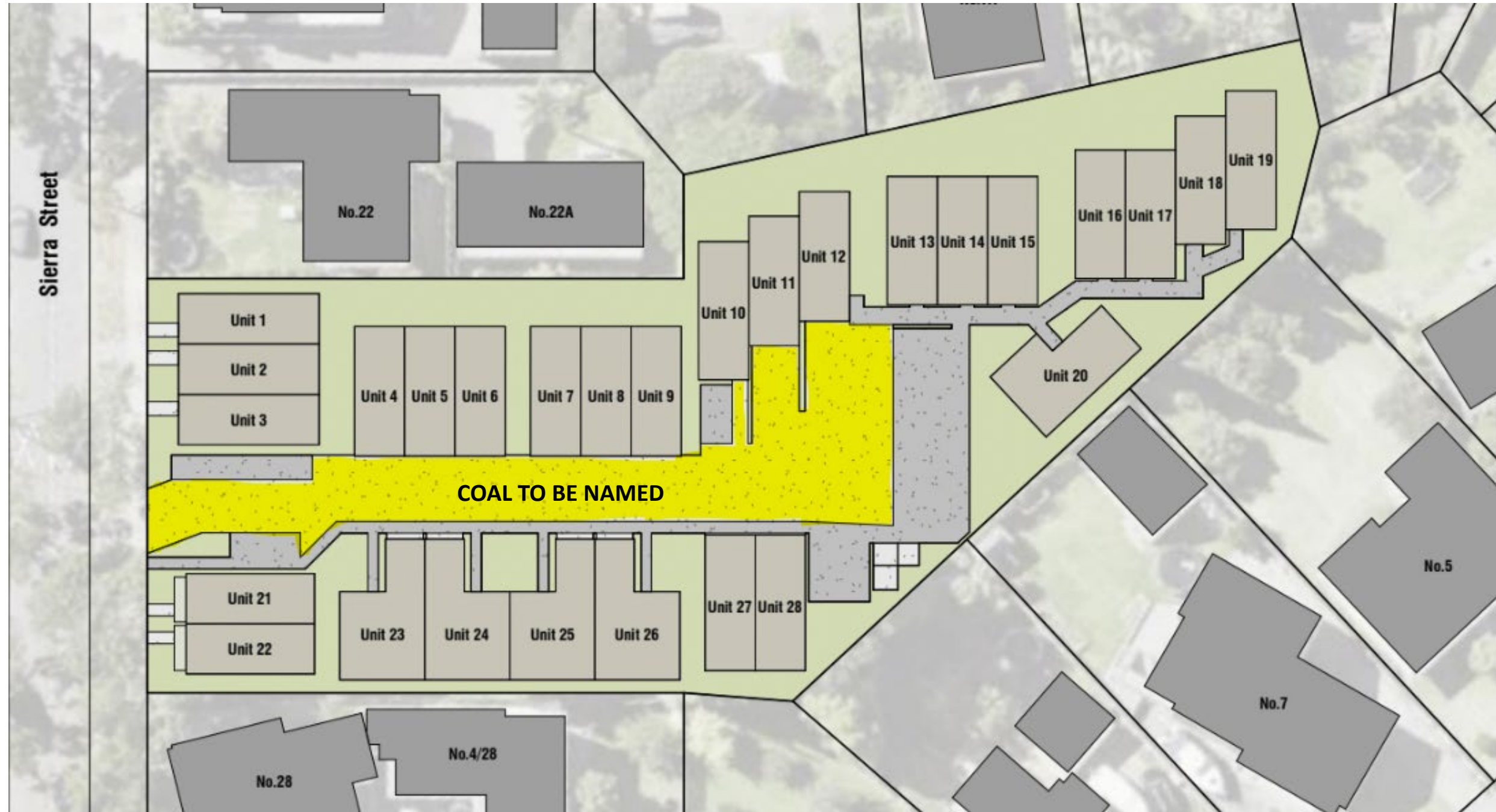
Ngā tāpirihanga Attachments

No.	Title	Page
A 	Site Plan	31
B 	Location Map	33

Ngā kaihaina Signatories

Authors	Amy Cao - Subdivision Advisor
Authorisers	David Snowdon - Team Leader Subdivision Tristan Coulson - Local Area Manager

Site Plan for 24 Sierra Street, Glendowie



Location Map for 24 Sierra Street, Glendowie



Local Board feedback on Fix and Finish fund

File No.: CP2025/00887

Te take mō te pūrongo

Purpose of the report

1. To seek feedback from local boards on the implementation of the \$20 million Fix and Finish fund, to input into Governing Body decision making.

Whakarāpopototanga matua

Executive summary

2. The Governing Body adopted the Long-term Plan 2024-2034 which includes a proposal of a \$20 million reserve fund, the “Fix and Finish” fund, to complete community projects.
3. This fund was subject to the creation of the Auckland Future Fund and achieving enhanced returns for the 2024/2025 financial year.
4. In October 2024, a memo was distributed to elected members with initial staff advice and input from the Mayoral Office on how the Fix and Finish fund could work, including draft processes, criteria and options for funding distributions.
5. This report seeks local board feedback on aspects relating to the fund’s implementation.
6. A report will be presented to the Governing Body in March 2025 to seek final decisions including the methodology for distributing the Fix and Finish fund to local boards.
7. Local board feedback will be collated and included as an attachment to the report to the Governing Body in March 2025.

Ngā tūtohunga

Recommendation/s

That the Ōrākei Local Board:

- a) whakarite / provide feedback on the criteria for eligible projects for the Fix and Finish fund.
- b) whakarite / provide feedback on preferred funding allocation model for the Fix and Finish fund.
- c) whakarite / provide feedback on any other matters relating to the Fix and Finish fund.

Horopaki

Context

8. In the final Mayoral Proposal for the Long-term Plan 2024-2034 (LTP), the mayor proposed a \$20 million reserve fund to “fix and finish” community projects in certain legacy areas.
9. The Governing Body’s resolution (GB/2024/45) for the adoption of the LTP included a clause for \$20 million of enhanced returns relating to the Auckland Future Fund to be set aside in a reserve fund to fix and finish community projects in the legacy Manukau City and Auckland City areas.
10. On 24 October 2024, an update memo from finance staff (Attachment A) was distributed to the Governing Body and all elected members on a draft process and criteria, ahead of further engagement with affected local board chairs and ward councillors.
11. This memo confirmed the purpose of the Fix and Finish fund as set out by the Mayor’s Office:

“to provide capex funding to priority projects within the legacy Auckland City and Manukau City Council areas that provide a direct benefit to local communities and residents. Funding must go towards projects that are already in the pipeline and may not have full funding.”

12. There are 13 local boards partially or wholly in the legacy Auckland City and Manukau City Council boundaries. These are: Waitemātā, Ōrākei, Albert-Eden, Puketāpapa, Whau, Waiheke, Aotea/Great Barrier, Maungakiekie-Tāmaki, Howick, Ōtara-Papatoetoe, Māngere-Ōtāhuhu, Manurewa and Franklin.
13. The next steps in Attachment A identified seeking informal local board feedback through the local board chairs, however subsequently staff considered a formal resolution to be more appropriate for this matter.
14. Staff provided a briefing for local board members, local board chairs and ward councillors for the 13 local board areas in December 2024.
15. This report seeks formal local board feedback on matters relating to the Fix and Finish fund, which will be collated and attached to the report for the Governing Body in March 2025.

Tātaritanga me ngā tohutohu Analysis and advice

16. Staff referred to the original intent outlined in the Mayor's Proposal and final budget proposal and Governing Body resolution, and input from the Mayor's Office, in developing the project eligibility criteria for the Fix and Finish fund. Key principles included finishing community projects, focusing on larger priority projects, taking a regional approach, value for ratepayers and simplicity.

Project eligibility criteria

17. The eligibility criteria are as follows:
 - project is within legacy Auckland City or Manukau City boundaries
 - must be a local board project
 - community project (limited to community services activity)
 - renewals (fix), or projects which have undergone planning and are ready to deliver with funding (finish)
 - identified as a priority in the Local Board Plan 2023
 - greater than \$1 million in value, and with an appropriate level of business case assessment
 - local board can fully fund the project including ongoing operational costs
 - is not fully funded in the latest work programme due to funding constraints, or is funded in future years of the work programme and can be brought forward
 - could include unfunded standalone stages of a multi-stage project.
18. Staff also recommend that to ensure effective use of the reserve funding, further considerations would include:
 - ensuring the project can commence physical delivery within the next three years, and
 - noting that local boards can jointly fund a project, agreeing to share any consequential operational costs, for wider community benefit
 - alignment with council's strategic direction for investment.
19. An exception may be required for the greater than \$1 million in value criteria, should a local board be allocated funding at a level significantly below the \$1 million threshold.

Funding allocation methodologies

20. Three funding allocation methodologies have been developed and modelled for the distribution of the Fix and Finish fund to local boards (refer to attachment B):
- equitable distribution (based on the local board equitable funding formula)
 - straight split distribution (where all local boards get the same amount)
 - contestable fund (where funding is allocated to prioritised projects rather than to local boards)

Straight split

21. The straight split distribution model is a simple calculation which allocates each local board an equal share of the \$20 million.
22. However, this method is inequitable and does not provide an advantage to achieving the intended purpose or outcome of the fund over other methodologies, therefore staff do not recommend the use of this funding allocation method.

Equitable

23. The equitable distribution model uses a weighting of 80% population, 15% deprivation and 5% land area, with the exception of Aotea/Great Barrier and Waiheke local boards allocated at 1% and 2% of the total fund. This is consistent with the recently adopted Fairer Funding model for local boards, and the Local Board Funding Policy 2025, although only for 13 local boards.
24. With this model each local board is allocated a share of the \$20 million, and the local board will decide on the projects and amounts to allocate through adopting their capital work programmes. Projects funded must still meet the eligibility criteria for the Fix and Finish fund.
25. This model supports empowered local board decision making and is consistent with an equitable funding approach for local boards.
26. There is a risk of funding being unallocated to projects should there be no eligible projects within a local board area, and delays may result in a reduction in purchasing power.
27. The underlying statistics used for the equitable distribution is consistent with those used for Fairer Funding at the time of preparing the LTP 2024-2034.
28. For Franklin and Whau local boards, only the areas within the boundaries of legacy Auckland City and Manukau City were included for the purposes of the equitable calculation.

Contestable

29. A contestable distribution method can also be used which would result in local board projects being submitted and funding prioritised to projects with the highest assessed benefits.
30. With this model, local boards would apply by submitting their eligible projects to the reserve fund decision maker by a set date. Projects would be assessed against pre-determined prioritisation criteria that would deliver the highest benefits. The decision maker would then resolve on the funding allocation to the individual projects.
31. The benefit of this model is that a much larger funding amount can be allocated to a single project, allowing the completion of a much larger community project.
32. Further work would need to be done to develop prioritisation assessment criteria that competing local board projects could be assessed against to support decision making.
33. Final project allocation decisions could be made by the Governing Body or delegated to a committee comprised of relevant ward councillors and/or local board chairs.
34. There is a risk should the \$20 million fund be oversubscribed, a prioritisation exercise and decision process may result in a longer timeframe to allocate funding to projects.

Ongoing monitoring and reporting

35. Progress of these projects will be reported through ongoing quarterly monitoring at the local board level via the local board work programme.
36. Six monthly monitoring and reporting of the overall fund and the allocation of funding to local boards will be provided to the Governing Body.
37. The fund will be planned and reported as a reserve on the council's balance sheet, and included in the council's Annual Plan/Long-term Plan/Annual Report.

Other matters

38. As this funding relates to only 13 local boards and was approved by the Governing Body through Long-term Plan decisions, staff recommend this funding be treated as discrete funding to specific local boards, regardless of the funding allocation model decided by the Governing Body.

Tauākī whakaaweawe āhuarangi Climate impact statement

39. The recommendations in this report have no particular impacts on climate.
40. The projects to be completed using the Fix and Finish fund may have project-specific climate impacts. If a contestable approach were taken then this could be included in the prioritisation assessment criteria.

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

41. The recommendations in this report do not impact the council group as the fund is restricted to community projects linked to the community services activity.

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

42. The purpose of the Fix and Finish fund is to provide capital funding which will enable local boards to fix and finish community projects in the legacy Auckland City and Manukau City Council areas that provide a direct benefit to local communities and residents.
43. It is expected all eligible projects that use this funding will directly benefit local communities and residents.
44. Up to 13 local boards may be eligible for funding from the Fix and Finish fund and would receive an additional capital funding allocation over and above their existing levels in the Long-term Plan.
45. Staff engaged with local boards in December 2024 through an online briefing. Local boards have been supportive of the existence of this fund and progressing the allocation of the fund.
46. This report is an opportunity for local boards to formally provide their views on implementation of the fund, which will be included with the report for the Governing Body decision on the fund.

Tauākī whakaaweawe Māori Māori impact statement

47. The recommendations in this report have no particular impacts on Māori.
48. The projects to be completed using the Fix and Finish Fund may have project-specific impacts for Māori. If a contestable approach were taken then this could be included in the prioritisation assessment criteria.

Ngā ritenga ā-pūtea Financial implications

49. There are no financial implications relating to the recommendations in this report.
50. The establishment of a Fix and Finish fund remains on track following the sale of council's remaining AIAL shares at a price higher than budgeted. This confirms \$20 million funding can be made available for local board capital expenditure within the Annual Budget 2025/2026 pending Governing Body decision making.
51. The allocation of this funding to local boards will be the decision of the Governing Body.
52. The funding will be ringfenced in a reserve as it is the result of a specific Governing Body decision and released as expenditure on eligible projects are incurred.



Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

53. There are no risks with the recommendations in this report.
54. There are risks to the timing of advice and decision making between each funding allocation method identified in the analysis and advice section above, which may have some impact to the final cost and timing of project delivery.

Ngā koringa ā-muri Next steps

55. Staff will collate all local board feedback and submit as an attachment to a report to the Governing Body in March 2025 for a decision to confirm the eligibility criteria and funding allocation method.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Update on the process for Fix and Finish Fund memo - 24 October 2024	41
B 	Distribution of funding to local boards (15 January 2025)	45

Ngā kaihaina Signatories

Authors	Hao Chen - Senior Finance and Performance Advisor
Authorisers	Lou-Ann Ballantyne - General Manager Governance and Engagement Brian Chan - General Manager Financial Advisory Tristan Coulson - Local Area Manager



Memorandum

24 October 2024

To: Governing Body and all local board members

Subject: Update on the process for 'Fix and Finish' fund.

From: Hao Chen - Manager Local Board Financial Advisory
Mark Purdie - Manager Group Financial Planning and Analysis

Contact information: hao.chen@aucklandcouncil.govt.nz,
mark.purdie@aucklandcouncil.govt.nz

Purpose

1. To provide an update on the draft process and criteria for the 'Fix and Finish' fund, ahead of further engagement with relevant local board chairs and ward councillors.

Context

2. Through the Long-term Plan 2024-2034 (LTP) decisions, Auckland Council established the Auckland Future Fund and an associated reserve fund set up to fix and finish community projects that fell in the boundaries of the legacy Manukau City and Auckland City areas. This fund will be referred to in this document as the Fix and Finish fund.
3. The concept of the Fix and Finish fund was introduced in the Mayoral Proposal for the LTP for the Budget Committee's consideration as shown below:

AIAL Legacy Fund

37. I know there are some strong feelings about the airport shares.
38. My view is that the Future Fund honours the legacy of the councils that retained airport shares by making sure we protect the value of that intergenerational investment for future generations. It means that legacy continues and can be improved upon.
39. It has been pointed out that some areas of Auckland have already benefited from the sale of AIAL shares by legacy councils, which used the proceeds to provide better local infrastructure. This was compounded by a funding formula for Local Boards that locked in unfairness.
40. I am also proposing to do two more things to address this:
 - **Fairer Funding:** Finally fix the unfairness in how Local Boards are funded based on legacy assets by accelerating Fairer Funding over the next 4 years.
 - **Reserve Fund:** Set aside the increased returns from the Future Fund for Year 1 (which we weren't counting on in the central proposal) in a Reserve Fund to "fix and finish" community projects in the legacy areas. This is expected to be \$20 million which could go to some important projects and help address imbalances.
4. As part of the LTP decision-making, the Governing Body resolved (Resolution number GB/2024/45) the following as clause a) ii) D):
 - \$20 million of the enhanced returns from the Auckland Future Fund in 2024/2025 will be set aside in a reserve fund to fix and finish community projects in legacy Manukau City and Auckland City areas.
5. As we are now entering the planning phase for the Annual Plan 2025/2026, councillors and local board members have asked for a progress update on developing a draft process and set of criteria for discussion.
6. This memo contains draft processes and criteria, and local board and councillor engagement will be essential as part of the process.

Discussion

Purpose of the Fix and Finish fund

7. The purpose of the Fix and Finish fund is to provide capex funding to priority projects within the legacy Auckland City and Manukau City Council areas that provide a direct benefit to local communities and residents. Funding must go towards projects that are already in the pipeline and may not have full funding.

Draft criteria for the establishment of the Fix and Finish fund

8. Staff note that the fund is created on the assumption of:
 - o the Auckland Future Fund (AFF) being operational, and
 - o making 'increased returns' by 30 June 2025.

There is some risk on both the initial capitalised value of the AFF (based on the AIAL share price at time of the AFF becoming operational) and the level of financial returns achieved by 30 June 2025, so we will need to consider what impact that would have on the establishment of the \$20 million Fix and Finish fund, and delivering projects allocated to this fund. The fund is expected to be a one-off.

Draft rules and criteria for projects

9. Staff have developed a draft set of criteria, with input from the Mayor's Office, for identifying and assessing projects to be funded with the \$20 million 'Fix and Finish' budget as follows:
 - must be in previous Manukau City or Auckland City boundaries.
 - must be a local board project.
 - is a 'community project' per the Governing Body resolution. This is limited to projects which fall under the local community services activity.
 - projects which renew existing assets (fix) or have undergone planning and awaiting funding to deliver (finish).
 - are included in the latest local board plan as a key priority, including projects that were highlighted as advocacy items to the Governing Body.
 - project value is over \$1 million. Given the increases in budgets (fairer funding for local boards) and local board decision-making, a materiality threshold is proposed as appropriate. An exception may be required for Waiheke and Aotea/Great Barrier.
 - was not included in the recently adopted 3-year work programme, as these projects are planned and funded, but potentially could be in years two and three and brought forward. Ideally these would be projects that have already been scoped and could commence soon.
 - the project will be fully funded and planned for delivery in a timely manner to achieve community outcomes. If the Fix and Finish allocation is insufficient to fully fund the project, the local board should demonstrate commitment from other funding sources for the shortfall.
 - projects could include unfunded stages of a multi-stage project that have funding for initial stages and are in the adopted work programme for delivery.
10. Other considerations
 - projects for consideration are subject to an approved business case.
 - Auckland Council has capacity to commence the delivery of the project within the next three years (scope of the 3 year capital work programme).
 - local boards have the option to work together on a project where it is appropriate, to jointly fund projects which benefit communities within more than one local board area.



Options for allocation of funding towards local boards

11. There are 13 local boards with partial or complete geographic boundaries within the legacy Auckland City and Manukau City areas. These are: Waitematā, Ōrākei, Albert-Eden, Puketāpapa, Whau, Waiheke, Aotea/Great Barrier, Maungakiekie-Tāmaki, Howick, Ōtara-Papatoetoe, Māngere-Ōtāhuhu, Manurewa and Franklin.
12. The following is a list of funding allocation options which could be implemented. Each option has its benefits and drawbacks. These are developed on the assumption that funding is allocated only to local boards.

A) Equitable funding model: This option involves allocating funding across local boards using some or all elements of the equity model: population, deprivation, and land area.

Pros	Cons
Aligns closely with the recently adopted Fairer Funding model and is a relatively fairer way to allocate funding	There may be differing views on the appropriateness of underlying statistics and its point in time used for the funding model.
Supports the empowered local board decision-making approach, noting local board funding allocation decisions will still need to align with the eligibility criteria	Local boards may not have sufficient qualifying projects to be funded from their allocation, resulting in funding not being utilised, which could go towards completing another eligible local project.
	The Fairer Funding model was intended to be used for all 21 local boards. With 13 local boards there may need to be consideration of adjusting the model, and adjusting Waiheke and Aotea/Great Barrier local boards.

B) Contestable: This option involves an application process from local boards to the reserve fund approver based on criteria and by a set date. A decision will be made to allocate funding available towards the list of projects from applicants.

Pros	Cons
Funding is allocated to projects with the highest assessed benefits (subject to assessment criteria)	Should there be a risk of oversubscription, prioritisation criteria may need to be developed for eligible projects and this may result in more administrative work.
Allows the allocation of larger funding amounts to enable completion of a larger community project.	The allocation of funding to local boards may be considered unfair or inequitable, as contestable processes are subjective.

A first-come first-served option was considered but was ruled out as it would not provide a fair opportunity for all local boards to partake in the process as some local projects may be more ready than others.

Draft process to manage the Fix and Finish Fund

13. Establish criteria for:
 - the establishment and amount of the Fix and Finish fund
 - rules for eligible projects
 - funding allocation method.
14. During 2024/2025, monitor the performance of the Auckland Future Fund and assess when the criteria for the establishment of the \$20 million Fix and Finish Fund is met.



15. Recommendations will be made on final allocations of funding to the Governing Body or other relevant committee for decisions.
16. Include projects as part of Local Board Capital Work Programme adoption in June 2025. The process would be the same as for a discrete project, and to be considered along with the entire local board capital work programme through the annual planning process.
17. Administration of the fund would sit with the Finance Division, with funding to be released for use on receipt of approved business case.
18. The Fix and Finish fund is to be kept as a reserve on council's balance sheet. This will be reported at year end through the annual report by Financial Control.
19. Progress of these projects will be reported through ongoing quarterly monitoring at the local board level via local board work programme reporting.
20. Six monthly monitoring and reporting of the overall fund and the allocation of funding to local boards will be provided to the Governing Body.

Risks

21. There are likely to be risks relating to:
 - the performance of the Auckland Future Fund, which may impact the establishment and amount available in the Fix and Finish fund
 - the chosen funding allocation option
 - delivery of projects.

Next steps

22. Allow the opportunity for local boards to workshop and provide informal feedback through the local board chairs.
23. To hold a workshop with affected local board chairs and councillors to discuss the criteria and options set out in this memo and seek feedback.
24. Update memo with feedback, receive final Mayor sign-off, and circulate to all elected members and relevant staff.
25. The process to receive final sign-off from the Mayor is expected to be completed by the end of December 2024.



Appendix A: indicative funding split under different methods Update: 15 January 2025

Local Board	Equitable split	Straight split	Contestable
Albert-Eden	\$1,905,218	\$1,538,462	
Franklin	\$607,778	\$1,538,462	
Aotea/Great Barrier	\$200,000	\$1,538,462	
Howick	\$2,816,907	\$1,538,462	
Māngere-Ōtāhuhu	\$1,979,261	\$1,538,462	
Manurewa	\$2,207,348	\$1,538,462	
Maungakiekie-Tāmaki	\$1,879,882	\$1,538,462	\$20,000,000
Ōrākei	\$1,650,761	\$1,538,462	
Ōtara-Papatoetoe	\$2,028,994	\$1,538,462	
Puketāpapa	\$1,379,453	\$1,538,462	
Waiheke	\$400,000	\$1,538,462	
Waitemata	\$1,861,942	\$1,538,462	
Whau	\$1,082,457	\$1,538,462	
Total	\$20,000,000	\$20,000,000	\$20,000,000

Public feedback report on the traffic bylaw review

File No.: CP2025/01231

Item 15

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.
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) 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 Ōrākei 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 Member(s) XYZ 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:
- [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.
 - [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.
 - [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 ([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.

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 (see Attachment A).
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 Ōrākei Local Board at a workshop on August 8, 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 August 8, 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 	Draft Vehicle Use and Parking Bylaw 2025 and the supporting proposals	53
B 	Ōrākei Local Board summary of public feedback	79

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 Tristan Coulson - 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 Roading 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

Contents

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

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

Vehicle Use and Parking Bylaw 2025

- (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.

Vehicle Use and Parking Bylaw 2025

- 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

Vehicle Use and Parking Bylaw 2025

- (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.

Vehicle Use and Parking Bylaw 2025

- (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.

Vehicle Use and Parking Bylaw 2025

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

Vehicle Use and Parking Bylaw 2025

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.

Vehicle Use and Parking Bylaw 2025

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.

Vehicle Use and Parking Bylaw 2025

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:

Vehicle Use and Parking Bylaw 2025

- (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.

Vehicle Use and Parking Bylaw 2025

- (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

Vehicle Use and Parking Bylaw 2025

- (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:

Vehicle Use and Parking Bylaw 2025

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

Related information about special events

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

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

Other powers may also be used, for example:

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

**Part 7
Resolutions and permits**

26 Resolutions made under this Bylaw

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

Vehicle Use and Parking Bylaw 2025

- 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

Vehicle Use and Parking Bylaw 2025

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.

Vehicle Use and Parking Bylaw 2025

- (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 ~~strikethrough~~ and proposed new words shown underlined.

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

Local board input into Auckland Council's submission on the Local Government (Water Services) Bill

File No.: CP2025/01240

Item 16

Te take mō te pūrongo Purpose of the report

1. To seek feedback from local boards on the Local Government (Water Services) Bill.

Whakarāpopototanga matua Executive summary

2. Last year, the first two bills dis-established the previous Government's Three Waters reform, set up the framework for Local Water Done Well, enabled Watercare to become financially separate from Auckland Council so that they can borrow under their own name, and finalised the requirements for Watercare to be subject to interim economic regulation from 1 July 2025.
3. On 10 December 2024, the Government introduced the third and final piece of legislation, the [Local Government \(Water Services\) Bill](#), to advance its Local Water Done Well policy reform.
4. The third bill introduces an economic regulation and consumer protection regime for water services, incorporating information disclosure requirements into the Commerce Act 1986.
5. This bill also reforms the water quality regulatory framework and updates parts of the Water Services Act 2021, which established the Water Services Authority - Taumata Arowai.
6. Even though Watercare and Auckland Council are far more advanced than the rest of the country, there are still some provisions in this third bill that are relevant and important, particularly in relation to how tax is treated, planning and accountability changes, and land access arrangements.
7. Staff are still working through the implications of the bill and will brief local boards on 17 February 2025.
8. More information the Bill can found on the Department of Internal Affairs website, found [here](#).
9. The final deadline for local board feedback is 21 February 2025. These tight timeframes mean that this may not align with scheduled local board business meetings and any input from local boards may need to either be delegated or utilise the urgent decision process. Staff have been working to manage this process given firm deadlines as the submission timeframe included the Christmas/January period.
10. A report will be taken to the 27 February 2025 Governing Body meeting setting out the proposed key elements of the submission and seeking approval of the council's submission. The deadline for submissions to the select committee is 02 March 2025.

Ngā tūtohunga Recommendation/s

That the Ōrākei Local Board:

- a) tuku / provide feedback to Auckland Council's submission on the Local Government (Water Services) Bill.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Memo - Water Reform Update	85

Ngā kaihaina Signatories

Authors	Rose Ernst - Programme Coordinator
Authorisers	Lou-Ann Ballantyne - General Manager Governance and Engagement Megan Tyler - Director Policy, Planning and Governance Tristan Coulson - Local Area Manager

PLACEHOLDER: Auckland Council's Quarterly Performance Report: Ōrākei Local Board for quarter two 2024/2025

File No.: CP2025/01596

Item 17

Te take mō te pūrongo

Purpose of the report

1. To provide the Ōrākei Local Board (the local board) with an integrated performance report for quarter two, 1 October to 31 December 2024.

Whakarāpopototanga matua

Executive summary

2. This is a late covering report for the above item. The comprehensive agenda report was not available when the agenda went to print and will be provided at the 20 February 2025 Ōrākei Local Board business meeting.

Ngā tūtohunga

Recommendation/s

The recommendations will be provided in the comprehensive agenda report.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

Authors	Justin Kary – Senior Local Board Advisor
Authorisers	Tristan Coulson - Local Area Manager

Governance Forward Work Calendar and Resolutions Pending Action Report

File No.: CP2025/00470

Te take mō te pūrongo

Purpose of the report

1. To present the Ōrākei Local Board (the local board) with:
 - its governance forward work calendar as at 20 February 2025;
 - an opportunity to track reports that have been requested from staff via the Resolutions Pending Action report.

Whakarāpopototanga matua

Executive summary

2. This report contains the Governance Forward Work Calendar (Attachment A), a schedule of items that will come before the local board at business meetings over the coming months. The governance forward work calendar for the local board is included in Attachment A to the agenda report.
3. The calendar aims to support local boards' governance role by:
 - ensuring advice on agendas is driven by local board priorities;
 - clarifying what advice is required and when;
 - clarifying the rationale for reports.
4. The calendar will be updated every month. Each update will be reported back to business meetings and distributed to relevant council staff. It is recognised that at times items will arise that are not programmed. Local board members are welcome to discuss changes to the calendar.
5. The Resolutions Pending Action report (attachment B) provides the local board with an opportunity to track requests for reports that have been resolved at a business meeting. Items are updated with comments within the table as matters progress or are completed.

Ngā tūtohunga



Recommendation/s

That the Ōrākei Local Board:

- a) note the draft governance forward work calendar as at 20 February 2025.
- b) note the Ōrākei Local Board Resolutions Pending Action report as at 20 February 2025.

Ngā tāpirihanga

Attachments

No.	Title	Page
A 	Governance Forward Work Calendar - February / March 2025	95
B 	Resolutions Pending Action Report - February 2025	97

Ngā kaihaina Signatories

Item 18

Authors	Monique Rousseau - Democracy Advisor
Authorisers	Tristan Coulson - Local Area Manager

Ōrākei Local Board Workshop Records

File No.: CP2025/00469

Te take mō te pūrongo Purpose of the report

- To note the records for the Ōrākei Local Board workshops held following the previous business meeting.
 - 5 December 2024;
 - 12 December 2024;
 - 30 January 2025

Whakarāpopototanga matua

Executive summary




- Local board workshops are an informal forum held primarily for information or discussion purposes and at which no resolutions or decisions are made.
- Attached are copies of the records for the Ōrākei Local Board workshops held on 5 and 12 December 2024, and 30 January 2025.

Ngā tūtohunga Recommendation/s

That the Ōrākei Local Board:

- note the records for the local board workshops held on 5 and 12 December 2024, and 30 January 2025.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Workshop Record - 5 December 2024	101
B 	Workshop Record - 12 December 2024	103
C 	Workshop Record - 30 January 2025	105

Ngā kaihaina Signatories

Authors	Monique Rousseau - Democracy Advisor
Authorisers	Tristan Coulson - Local Area Manager

Chairperson and Board Members' Report

File No.: CP2025/00468

Te take mō te pūrongo Purpose of the report

1. To provide the Ōrākei Local Board chairperson and board members with the opportunity to provide an update on projects, activities, and issues in the local board area.

Ngā tūtohunga Recommendation/s

That the Ōrākei Local Board:

- a) receive the Ōrākei Local Board Chairperson and Board Members' Report for December 2024 and January 2025.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Chairperson and Board Members' Report - December 2024 and January 2025	109

Ngā kaihaina Signatories

Authors	Monique Rousseau - Democracy Advisor
Authorisers	Tristan Coulson - Local Area Manager

ATTACHMENTS

Item 8.1	Attachment A	20 February 2025, Ōrākei Local Board, Item 8.1, Deputation - Dust Palace update - Presentation	Page 119
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