

**Date:** Tuesday 25 February 2025  
**Time:** 10.00 am  
**Venue:** Ground Floor – Hawiti Building  
6-8 Munroe Lane  
Albany

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**Hibiscus and Bays Local Board**  
**OPEN ATTACHMENTS**  
**ATTACHMENTS UNDER SEPARATE COVER**

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# 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 XXXXX and

in resolution XXXXXX on XXXXXX respectively

Bylaw made under section 22AB of the Land Transport Act 1998, by the –

- Board of Auckland Transport for land managed and controlled by Auckland Transport; and
- Governing Body of Auckland Council for land managed and controlled by Auckland Council.

Vehicle Use and Parking Bylaw 2025

Summary

This summary is not part of the Bylaw but explains the general effects.

Auckland's land transport system exists to connect people and places by supporting the movement of people, goods and services.

The use or parking of vehicles on roads and public places can, however, cause public safety risks (including death), travel delays, obstruction, public nuisance (for example, from noise) and damage to the environment (including fauna and flora), public infrastructure and property.

This Bylaw seeks to manage the problems caused by vehicle use and parking by –

- making rules on parts of the Auckland land transport system administered by Auckland Transport (most roads) and Auckland Council (for example roads on some parks and beaches) in a single bylaw
- making rules for vehicle and road use (Part 2) and stopping, standing and parking (Part 3)
- providing clearer powers to establish and regulate busways and busway stations (Part 4)
- regulating and limiting vehicle use and parking on beaches (Part 5)
- managing vehicle use and parking during special events (Part 6)

Other parts of this Bylaw assist with its administration by –

- stating its name, when it comes into force and where it applies (clauses 1, 2 and 3)
- stating the purpose of this Bylaw and defining key terms (clauses 4 and 5)
- providing transparency about how the relevant authority can make a resolution under the Bylaw and establish and administer a system for the grant of permits (Part 7)

This Bylaw is part of a wider framework of rules about land transport. This Bylaw does not seek to duplicate or be inconsistent with this framework which includes –

- the Auckland Council and Auckland Transport [Signs Bylaw 2022](#) (cl.18) which covers the use or parking of vehicles for the purpose of advertising or sale
- the Local Government Act 1974 ([s.356](#) and 357), Auckland Transport [Activities in the Road Corridor Bylaw 2022](#) (cl.3, 4, 9 and 21), Auckland Council [Public Safety and Nuisance Bylaw 2013](#) (cl.6(3), Sch.1(3), (10) and (12A)), Auckland Council [Stormwater Bylaw 2015](#) (cl15), Resource Management Act 1991 ([s.15](#)) or Auckland Unitary Plan ([E4](#)) which cover abandoned vehicles, broken down vehicles, vehicle repairs and leaving machinery or goods on a road.
- the [Legislation Act 2019](#) that determines how to interpret and apply legislation (including this Bylaw).
- The Local Government Act 2002 ([s.150](#)) to set fees (for example residential parking permits)
- the [Government Roadway Powers Act 1989](#) (s.61) regulation of [State Highways](#) (for example the Upper Harbour Highway (SH18)) by the New Zealand Transport Agency Waka Kotahi (NZTA)
- the [Land Transport \(Road User\) Rule 2004](#) exceptions to compliance with most parts of this Bylaw, for example, to:
  - avoid death, injury or property damage due to circumstances not of your making (rule 1.8(1))
  - comply with a direction of the Police, a parking warden or a traffic control device (rule 1.8(2))
  - a vehicle involved in a public work on the road where the vehicle user considers and takes reasonable care to prevent any accident or interference with other road users (rule 1.8(4))
  - emergency vehicles in an emergency in a special vehicle lane (rule 2.3(1)(f) and 6.6)
- the [Land Transport Act 1998](#), [Land Transport \(Road User\) Rule 2004](#) and [Land Transport \(Offences and Penalties\) Regulations 1999](#) that provide Bylaw enforcement powers, offences and penalties.
- the [Local Government Act 1974](#) related to the construction or creation of roads, footpaths, cycle paths, shared paths, parking places, transport stations for example.

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Vehicle Use and Parking Bylaw 2025

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Vehicle Use and Parking Bylaw 2025

1 Title

This Bylaw is the Auckland Transport and Auckland Council Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw 2025.

2 Commencement

This Bylaw comes into force on XXXXX.

3 Application

This Bylaw applies to land in Auckland managed and controlled by Auckland Transport or Auckland Council.

**Related information about Auckland Transport and Auckland Council land**

Auckland Transport manages and controls the [Auckland transport system](#) (ATS).

- The ATS [includes](#) roads, public transport services and infrastructure (for example bus and train services, bus stops, etc.).
- However, the ATS does not include state highways, railways, off-street parking facilities under the control of the Council or airfields.
- Roads in the ATS are sometimes known as 'legal roads' and are defined in s315 of the [Local Government Act 1974](#).
- See s45 and 37, [Local Government \(Auckland Council\) Act 2009](#) for more information.

Auckland Council manages and controls:

- road on parks, reserves and beaches owned by Council (excluding 'legal roads' which form part of the Auckland transport system)
- off-street parking facilities at council libraries, community centres and car park buildings.

Land not managed and controlled by Auckland Transport or Auckland Council includes:

- State Highways under the control of the New Zealand Transport Agency Waka Kotahi (NZTA) under s61, [Government Roading Powers Act 1989](#).
- roadways on private land and privately-owned car parking facilities or buildings.

**Part 1  
Preliminary provisions**

4 Purpose

The purposes of this Bylaw are to:

- (a) contribute to an Auckland land transport system that connects people and places in a way that is safe, effective and efficient;
- (b) help minimise public safety risks, travel delays, obstructions, public nuisance and damage to the environment, public infrastructure and property caused by the use or parking of vehicles on roads and public places in Auckland.

5 Interpretation

(1) In this Bylaw, unless the context otherwise requires-

**Act** means the Land Transport Act 1998 and any regulations and rules made under that Act.

**approved car share vehicle** means a car share vehicle that is the subject of an approved car share vehicle permit granted under this Bylaw.

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**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.

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**reserved parking** has the same meaning as in [Part 2](#) of the Land Transport Rule: Traffic Control Devices 2004.

**residential parking zone** or **RPZ** means a parking zone which has been declared by the relevant authority to be a residential parking zone and is accordingly subject to clause 18 of this Bylaw.

**residential parking permit** or **RPP** means a permit issued under this Bylaw which exempts the holder from any or all of the parking controls otherwise applying in the residential parking zone.

**road** has the same meaning as in [section 2\(1\)](#) of the Act and includes part of a road.

**Related information about the Land Transport Act definition of road**

A road includes —

- (a) a street; and
- (b) a motorway; and
- (c) a beach; and
- (d) a place to which the public have access, whether as of right or not; and
- (e) all bridges, culverts, ferries, and fords forming part of a road or street or motorway, or a place referred to in paragraph (d); and
- (f) all sites at which vehicles may be weighed for the purposes of this Act or any other enactment.

**Road User Rule** means the [Land Transport \(Road User\) Rule 2004](#).

**roadway** has the same meaning as in [clause 1.6](#) of the Road User Rule.

**Related information about the Road User Rule definition of roadway**

A roadway as the portion of the road used or reasonably usable for the time being for vehicular traffic in general.

**special vehicle lane** has the same meaning as in [section 2\(1\)](#) of the Act.

**time restricted parking** means parking in that area is limited to a specific duration of time.

**traffic** means road users of any type and includes pedestrians, vehicles and driven or ridden animals.

**transport station** has the same meaning as in [section 591\(6\)](#) of the Local Government Act 1974.

**use**, in relation to a vehicle, means to drive, ride, propel, control, operate or wheel the vehicle, or permit the vehicle to be on the road. The terms **vehicle use** and **use of a vehicle** have a corresponding meaning.

**vehicle** has the same meaning as in [section 2\(1\)](#) of the Act.

**Related information about the Land Transport Act definition of vehicle**

A "vehicle":

- (a) means a contrivance equipped with wheels, tracks, or revolving runners on which it moves or is moved; and
- (b) includes a hovercraft, a skateboard, in-line skates, and roller skates; but



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- (c) does not include—
  - (i) a perambulator or pushchair;
  - (ii) a shopping or sporting trundler not propelled by mechanical power;
  - (iii) a wheelbarrow or hand-trolley;
  - (iv) [Repealed]
  - (v) a pedestrian-controlled lawnmower;
  - (vi) a pedestrian-controlled agricultural machine not propelled by mechanical power;
  - (vii) an article of furniture;
  - (viii) a wheelchair not propelled by mechanical power;
  - (ix) any other contrivance specified by the rules not to be a vehicle for the purposes of this definition;
  - (x) any rail vehicle

- (2) Any undefined words, phrases or expressions used in this Bylaw and which are defined in the Act have the same meaning as in the Act unless the context plainly requires a different meaning.
- (3) Related information and links to webpages do not form part of this Bylaw and may be inserted, changed or removed without any formality.
- (4) To avoid doubt:
  - (a) compliance with this Bylaw does not remove the need to comply with all other applicable Acts, regulations, transport rules, standards, bylaws, rules of law, regional or district plans or park management plans;
  - (b) this Bylaw does not limit the relevant authority's power to regulate traffic and parking under any other legislation or the effect of any such regulation under other legislation.

**Part 2**  
**Vehicle and Road Use**

**6 One-way roads**

The relevant authority may by resolution specify any road where all vehicles, or a specified class or classes of vehicles, must travel in one direction only.

**7 Left or right turns and U-turns**

The relevant authority may by resolution prohibit:

- (a) vehicles or classes of vehicles on any specified road from turning to the right or to the left or from proceeding in any other direction;
- (b) vehicles performing a U-turn on any specified road.

**8 Special vehicle lanes**

The relevant authority may by resolution specify any road as a special vehicle lane that may only be used by:

- (a) vehicles of a specified class or classes;
- (b) vehicles carrying a specified class or classes of load;
- (c) vehicles carrying no fewer than a specified minimum number of occupants.

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**9 Control of traffic by reason of size, nature or goods (including heavy traffic)**

- (1) The relevant authority may by resolution prohibit or restrict the use of any road as unsuitable for any specified class of traffic or any specified class of vehicle due to its size or nature or the nature of the goods carried.
- (2) If the relevant authority considers it necessary or desirable to address the effects or likely effects of heavy traffic, it may by resolution:
  - (a) prohibit any specified class of heavy traffic likely to cause serious damage to any road;
  - (b) require any person operating a heavy motor vehicle or other vehicle within the specified class of heavy traffic:
    - (i) to give security that no special damage will occur to any road by reason of that vehicle or specified class of heavy traffic;
    - (ii) to pay any reasonable sum as compensation for any damage to any road likely to occur by reason of that heavy vehicle or specified class of heavy traffic;
    - (iii) to pay in advance the relevant authority's estimate of the cost of reinstating or strengthening the road for any damage to any road likely to occur by reason of that vehicle or specified class of heavy traffic.
- (3) In this clause, **heavy traffic** has the same meaning as in [section 2\(1\)](#) of the Act.

**10 Cruising and light motor vehicle restrictions**

- (1) The relevant authority may by resolution:
  - (a) specify any section of a road or roads on which cruising (as defined in [section 2](#) of the Act) is controlled, restricted, or prohibited;
  - (b) specify the period of time that must elapse between each time a driver drives on a specified section of road for the driver to avoid being regarded as cruising.

**Related information about the Land Transport Act definition of cruising**

Cruising is driving repeatedly in the same direction over the same section of a road in a motor vehicle in a manner that —

- (a) draws attention to the power or sound of the engine of the motor vehicle being driven; or
- (b) creates a convoy that is formed otherwise than in trade and impedes traffic flow.

- (2) The relevant authority may by resolution restrict or prohibit any motor vehicle having a gross vehicle mass less than 3,500kg from being operated on any road between any specified hours.
- (3) A person must not drive or permit a motor vehicle to be driven in contravention of a resolution made under subclause (2) unless:
  - (a) the vehicle is being driven to visit a property with a frontage to a road specified in the resolution; or

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- (b) the vehicle is being used for the time being as a passenger service vehicle; or
- (c) prior written permission from the relevant authority has been obtained.

**11 Engine braking**

- (1) The relevant authority may by resolution prohibit or restrict engine braking on any road where the permanent speed limit does not exceed 70km/h.
- (2) In this clause, **engine braking** means braking a motor vehicle using engine compression.

**12 Unformed roads**

- (1) The relevant authority for an unformed legal road, may by resolution restrict the use of motor vehicles for the purposes of protecting:
  - (a) the environment;
  - (b) the road and the adjoining land;
  - (c) the safety of road users.
- (2) A person must not use a motor vehicle on a park, reserve, domain or recreational area under the ownership or control of Auckland Council except –
  - (a) in a place designed and constructed for the use of a motor vehicle (for example a roadway);
  - (b) on any grassed or open space area which the council authorises for the use of a motor vehicle (for example access to a special event); or
  - (c) on an unformed legal road not restricted in subclause (1).
- (3) Part 5 of this Bylaw also applies to unformed roads on beaches.

**Part 3  
Stopping, standing and parking**

**13 Prohibition on stopping, standing or parking**

- (1) The relevant authority may by resolution prohibit the stopping, standing or parking of vehicles on any road.
- (2) The purpose of a prohibition under subclause (1) may include, without limitation, providing for or supporting:
  - (a) an additional traffic lane or to ensure the free-flowing movement of traffic in the adjacent lane (a clearway);
  - (b) a special vehicle lane;
  - (c) safe operation of an intersection;
  - (d) safe operation of the road;
  - (e) safe pedestrian access;
  - (f) safe turning of heavy motor vehicles;
  - (g) access to a fire hydrant;
  - (h) the avoidance of nuisance or danger to other road users.

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- (3) The relevant authority may prohibit the parking of heavy motor vehicles on any specified road during specified hours or for a period that exceeds a specified period.

**14 Prohibition on parking in a shared zone**

- (1) A driver or person in charge of a vehicle must not park on any part of a road in a shared zone unless the relevant authority has by resolution specified otherwise.
- (2) In this clause, **shared zone** has the same meaning as in [clause 1.6](#) of the Road User Rule.

**Related information about Road User Rule definition of shared zone**

A shared zone is a length of roadway intended to be used by pedestrians and vehicles.

**15 Restriction on stopping, standing or parking**

- (1) The relevant authority may by resolution restrict the stopping, standing or parking of vehicles, or any specified class of vehicle, on a road.
- (2) Without limiting subclause (1), the restriction may provide for:
- (a) reserved parking, which may include:
    - (i) bus only parking;
    - (ii) motorcycle only parking;
    - (iii) parking for a specified class of vehicles (including trailers and large vehicles);
    - (iv) parking for approved car share vehicles;
    - (v) parking for electric vehicles;
    - (vi) parking for vehicles holding specified approved permits;
  - (b) paid parking, in which case the relevant authority may prescribe:
    - (i) any charges to be paid for the parking; and
    - (ii) the manner by which parking charges must be paid and any conditions applying to that manner of payment;
  - (c) time restricted parking;
  - (d) the restriction on parking by heavy motor vehicles on any specified road during specified hours or for a period that exceeds a specified period;
  - (e) a bus stop;
  - (f) a loading zone;
  - (g) parking at an angle to the roadway.
- (3) In this clause, **electric vehicle** and **loading zone** have the same meanings as in [clause 1.6](#) of the Land Transport (Road User) Rule 2004.

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**16 Requirements for the use of parking places and transport stations**

- (1) The relevant authority may by resolution set requirements for the use of any parking place or transport station by:
- (a) specifying the vehicles or classes of vehicle that are entitled to use the parking place or transport station;
  - (b) prescribing the times, manner and conditions for the parking of vehicles or classes of vehicles in the parking place or transport station;
  - (c) limiting the parking place or transport station to vehicles belonging to or used by particular persons or classes of persons;
  - (d) limiting the parking place or transport station to vehicles used for particular public purposes;
  - (e) prescribing:
    - (i) any charges to be paid for the use of the parking place or transport station; and
    - (ii) the manner by which parking charges must be paid and any conditions applying to that manner of payment.
- (2) Where charges are to be paid for the use of the parking place or transport station, the relevant authority will display, in a location or locations sufficient to notify road users, the manner by which the parking charges can be paid.

**Related information about parking charges**

More information about where parking charges apply, cost and how to pay can be found by using the [AT Park app](#), on Auckland Transport's [parking webpage](#) or at the location as indicated by signage.

**17 Parking zones**

- (1) The relevant authority may by resolution set the parking zone control requirements that apply to a parking zone by:
- (a) specifying the vehicles or class or description of vehicles or road users that are entitled to park in the parking zone or are prohibited from parking in the parking zone;
  - (b) permitting parking within the parking zone subject to the payment of a fee, or with a time restriction, or both;
  - (c) prescribing the times, manner and conditions for the parking of vehicles in the parking zone;
  - (d) providing that the parking requirements in the parking zone do not apply to vehicles holding and displaying a current specified parking permit;
  - (e) where parking in the parking zone is subject to the payment of a fee, prescribing:
    - (i) charges to be paid for parking in the parking zone, which may include different pricing zones within the parking zone; and
    - (ii) the manner by which parking charges must be paid and any

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conditions applying to that manner of payment.

**Example**

A resolution could set requirements for parking in an area that establish:

- (a) a paid parking zone (where parking in the area is subject to the payment of a fee);
- (b) a time restricted parking zone;
- (c) a zone where parking is prohibited or restricted to a specified class or description of vehicle or road user;
- (d) a residential parking zone (see also clause 18 of the Bylaw);
- (e) a zone comprising of any combination of the above.

- (2) The parking controls in a parking zone do not apply to any area in the parking zone where a different stopping, standing or parking prohibition or restriction has been made under this Bylaw.

**Example**

A person is not allowed to park their vehicle on any part of a roadway within a parking zone that is marked by broken yellow "no stopping" lines.

**18 Residential parking permit exemption to parking zone controls**

- (1) This clause applies when the relevant authority has declared an area to be a residential parking zone (**RPZ**).
- (2) In setting requirements for parking in the RPZ under clause 17(1), the relevant authority may resolve that all or any of the requirements do not apply to vehicles holding and displaying a current residential parking permit (**RPP**) applicable in that RPZ and issued in accordance with this clause.
- (3) RPPs will only be issued to permanent residents of, or businesses situated within, the relevant RPZ.
- (4) The number of RPPs within an RPZ may be capped. Eligibility to apply for a RPP does not guarantee that the relevant authority will issue a permit.
- (5) Each RPP will be issued to a person or business in respect of a specified vehicle, identified by its registration number. The permit is only valid in respect of the specified vehicle.
- (6) Except where a RPP is not issued in a physical form, the permit must be displayed on the dashboard or windscreen of the vehicle so that the printed details of the RPZ and validity date are clearly visible from outside the vehicle or if the vehicle is a motorcycle or other vehicle without a secure dashboard the permit must be displayed in a secure location that is visible from the front of the vehicle.
- (7) Where a RPP is issued in electronic form, it is deemed to be 'displayed' whenever the vehicle it is issued to is lawfully parked within the RPZ, provided the permit remains valid.
- (8) Parking in the RPZ operates on a "first come, first served" basis. Holding a RPP does not guarantee the availability of any parking space.

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**Related information about RPPs in RPZs**

Room to Move, [Auckland's Parking Strategy 2023](#) (pages 61-62) includes a policy on RPPs and RPZs that guide how this Bylaw is administered.

- RPPs will be issued on a set day on an annual basis and are valid for a year;
- The priority order for allocation of RPPs is:
  - a house on a single title or an apartment building built before 1944 without off-street parking;
  - a house on a single title with one off-street space;
  - all other houses or townhouses;
  - apartments;
  - community groups, schools, education providers;
  - businesses located within the RPZ.
- RPPs will not be issued for properties that were consented after 30 September 2013;
- RPPs can be transferred for changes of residence ownership or tenancy during the year on application to Auckland Transport and payment of an administrative charge.

**19 Disabled persons parking**

The relevant authority may by resolution specify:

- (a) any part of a road as a disabled persons parking space, reserved for parking by the holders of approved disabled persons' parking permits; and
- (b) any time limits and parking charges to be paid for parking in that parking space.

**Related information about disabled persons' parking permits**

Also commonly known as 'mobility parking permits' and refers to a scheme owned and administered by CCS Disability Action with the cooperation of local GPs and city and district councils. Click [here](#) to apply.

**20 Parking vehicles off a roadway**

- (1) Subject to subclause (2), a driver or person in charge of a vehicle must not stop, stand or park a vehicle either wholly or partly:
  - (a) on any part of a road which is not the roadway, if the road has a formed kerb and channel;
  - (b) on any park, reserve, domain or recreational area under the ownership or control of Auckland Council.
- (2) Subclause (1) does not apply to stopping, standing or parking:
  - (a) in a place designed and constructed to accommodate a parked vehicle as authorised by the relevant authority; or;
  - (b) on any grassed or open space area off a roadway which the relevant authority has authorised for use as a parking place.
- (3) Part 5 of this Bylaw also applies to parking vehicles on beaches.

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**21 Parking places at busway stations and park and ride facilities**

- (1) This clause applies to all park and ride facilities and all parking places adjacent to busway stations, provided by the relevant authority.
- (2) A driver or person in charge of a vehicle may not park or leave any vehicle unattended unless that is for the exclusive purpose of:
  - (a) at least one occupant of the vehicle using the adjacent public transport service to travel on a service departing from the station or facility; or
  - (b) picking up at least one person arriving on a public transport service at the adjacent busway station or facility.
- (3) For the avoidance of doubt, clause 16 also applies to the regulation of parking in a parking place at a busway station or park and ride facility.

**Part 4  
Busways and Busway Stations**

**22 Busways**

- (1) For the purposes of this clause and clause 23, a **busway** is a special vehicle lane restricted under clause 8 to authorised vehicles, which may include vehicles of an authorised operator.
- (2) A person wishing to be an authorised operator must make an application for authorisation to the relevant authority.
- (3) An application for authorisation must be on the form provided by the relevant authority and include the following information;
  - (a) the number and type of vehicles that will use the busway, which must be vehicles of the class specified in a resolution under clause 8;
  - (b) the schedule of services (where appropriate) or the times those vehicles will use the busway;
  - (c) the emergency procedures to be followed in the event a vehicle breaks down on the busway;
  - (d) the means of communication between drivers and the Busway Operations Centre;
  - (e) any other information required by the relevant authority.
- (4) The relevant authority will consider any application for authorisation and may:
  - (a) decline the application; or
  - (b) grant the application, in whole or in part; and
    - (i) determine the term of the authorisation;
    - (ii) impose any reasonable conditions concerning the matters listed in subclause (5); and
    - (iii) set a review period.
- (5) The relevant authority may impose reasonable conditions on authorisation relating to the following matters:



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- (a) the maximum number of vehicles that may use the busway at any time (including during peak and off-peak times) or day of the week;
  - (b) the prioritisation of different types of vehicles authorised to use the busway;
  - (c) the method of communication between the driver of the vehicle and the relevant authority's Busway Operations Centre;
  - (d) the emergency procedures approved by the relevant authority;
  - (e) any other conditions necessary to ensure the safe and efficient operation of the busway.
- (6) A person granted an authorisation must comply with any conditions attached to the authorisation when using the busway.
- (7) The relevant authority may review, suspend, amend or revoke any authorisation issued under this clause if it reasonably believes that:
- (a) there has been a breach of any condition of the authorisation;
  - (b) there has been breach of this clause of the Bylaw;
  - (c) there has been a material change to information provided under subclause 3;
  - (d) action is required to ensure the safe and efficient operation of the busway or any road.
- (8) The relevant authority will exercise the power in subclause (7) as follows:
- (a) where subclauses 7(a) or (b) or (c) apply:
    - (i) the relevant authority may require the holder of the authorisation, on one month's notice which sets out the relevant authority's concerns, to explain in writing why the authorisation should not be suspended, reviewed, amended or revoked; and
    - (ii) the relevant authority may suspend, review, amend or revoke the authorisation at its discretion if, having considered the explanation (if any) of the holder of the authorisation, the relevant authority is satisfied that the operator has been in breach of the conditions of the authorisation or of this clause, or that, on reasonable grounds, the authorisation should be suspended, reviewed, amended or revoked;
  - (b) where subclause 7(d) applies, the relevant authority may act urgently to suspend the authorisation by serving written notice of suspension on the holder of the authorisation.

**23 Busway stations**

- (1) The relevant authority may by resolution prescribe that a busway station or specified areas in a busway station may only be used by:
- (a) the vehicles of authorised operators, when using the busway in accordance with their authorisation under clause 22;
  - (b) any other specified vehicles or classes of vehicle.

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- (2) The conditions imposed by the relevant authority under clause 22(5) may include conditions relating to the use of the busway station.
- (3) A resolution under subclause (1) does not apply to a vehicle:
  - (a) authorised by the relevant authority to access or use the busway station (for example, for purposes relating to the maintenance, inspection, operation or use of the busway station);
  - (b) which has suffered an accident or breakdown and there is no place other than the busway station where the vehicle can safely or conveniently be used or wait;
  - (c) which is a breakdown vehicle required by the relevant authority to attend to an accident or breakdown.
- (4) To avoid doubt, this clause does not limit the relevant authority's power to set controls in relation to the busway station under any other clause of this Bylaw.

Part 5

Vehicle use and parking on beaches

24 Vehicle use and parking on beaches is generally prohibited

- (1) A person must not use or park a vehicle on a beach, except in the following circumstances –
  - (a) to deposit or retrieve a boat in the water (except on a beach specified in a resolution in (b) below) subject to conditions that the relevant authority may specify by resolution;

**Related information about conditions to launch and retrieve boats on beaches**

You may launch or retrieve a boat on Auckland's beaches (except on Muriwai and Karioitahi beaches which require a Beach Driving Permit) subject to the following conditions in resolution [AT DD/MM/2025:Item##](#) and [GB/2025/##](#).

- There is access to the beach intended for vehicular use (for example, a boat ramp).
- The vehicle is driven across the beach using a direct route from the access point to the first most convenient and available location to launch the boat.
- The vehicle is driven across the beach at a speed that does not constitute a hazard to other users or wildlife (the recommended speed is no more than 10km/hr).
- The vehicle is removed from the beach immediately following the launch or retrieval of the boat.

- (b) if –
  - (i) the relevant authority has specified by resolution that the use and parking of vehicles on the beach is allowed only by holders of a permit granted by the relevant authority;
  - (ii) the permit has been obtained prior to using or parking the vehicle on the beach; and
  - (iii) the vehicle is specified in the permit; and
  - (iv) the permit is prominently displayed; and

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- (v) the vehicle is being used in accordance with the permit and any conditions applying to the permit.

**Related information about driving on specified beaches**

In Auckland, you must have a Beach Driving Permit to drive on Muriwai and Karioitahi beaches, including to launch a boat (in resolution [AT DD/MM/2025:Item## and GB/2025/##](#)). Click [here](#) to apply.

- (2) Subclause (1) does not apply –
  - (a) if the relevant authority has authorised the use or parking in special or exceptional circumstances, for example –
    - (i) a special event;
    - (ii) the investigation, construction, operation, maintenance (including repair) or upgrade of infrastructure or structures;
    - (iii) to access private property where there is no practical alternative means of gaining landward access;
  - (b) if there is an emergency (for example an accident or injury to a person) requiring the vehicle to be used or parked on the beach; or
  - (c) if the vehicle is being used or parked for the purposes of a recognised surf lifesaving patrol at the beach;
  - (d) if the person is authorised to perform a statutory function, duty or power associated with enforcement, public health and safety or coastal conservation and management (for example the New Zealand Police, Auckland Transport, Auckland Council, Department of Conservation or Ministry for Primary Industries), and that person is required to use or park the vehicle on the beach to perform the function, duty or power.
  - (e) if the parking is in an area:
    - (i) designed and constructed to accommodate a parked vehicle; or
    - (ii) which the relevant authority authorises for the use of parking;and in each case subject to any conditions specified by the relevant authority under Part 3 (Stopping, standing and parking).

**Related information about the regulation of vehicles on beaches**

This Bylaw about vehicles on beaches gives effect to the [New Zealand Coastal Policy Statement 2010](#) (Policy 20) and the Auckland Unitary Plan ([Chapter F9. Vehicles on Beaches](#)) which seek to protect the beaches from the inappropriate use of vehicles.

**Part 6  
Special events**

**25 Special events**

- (1) The relevant authority may by resolution apply a control provided for in Part 2 or Part 3 of this Bylaw to prohibit or restrict vehicle use and parking on any road temporarily for a special event.
- (2) Without limiting subclause (1), the temporary prohibition or restriction may:

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

**Related information about special events**

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

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

Other powers may also be used, for example:

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

**Part 7  
Resolutions and permits**

**26 Resolutions made under this Bylaw**

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

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- vehicle);
  - (c) the size or nature of the load it is carrying;
  - (d) the number of its occupants;
  - (e) its status (for example emergency vehicles);
  - (f) whether it has or is the subject of a permit granted under this Bylaw.
- (5) When making a resolution, the relevant authority may take into account any matter which it considers, in its discretion, to be relevant to whether the prohibition, restriction, requirement or condition in the resolution is reasonably necessary to achieve the purpose of this Bylaw.
- (6) A resolution made under this Bylaw comes into effect:
- (a) on the date specified in the resolution;
  - (b) if no date is specified in the resolution, when the resolution is made.

**Related information about the resolutions**

This Bylaw generally provides a “framework” to regulate vehicle use and parking on the Auckland transport system and council-controlled land. This approach allows details to be determined later ‘by resolution’ (for example, parking conditions at a specific location). Currently, Auckland Transport’s Traffic Control Committee and Auckland Council’s Regulatory and Community Safety Committee have authority to make these resolutions. Resolutions are enforceable when any necessary signs or marking are installed.

**27 Permits**

- (1) The relevant authority may establish and administer a system for the grant of permits for vehicles if it is satisfied that doing so is reasonably necessary:
- (a) to efficiently and effectively regulate the vehicle use or parking issue to which the permit will relate;
  - (b) in light of the purpose of this Bylaw.
- (2) Permits may include but are not limited to residential parking permits, approved car share vehicle permits and beach driving permits.
- (3) In establishing a permit system, the relevant authority will:
- (a) specify the vehicles which are eligible for the permit, which may include specifying any ineligible vehicles;
  - (b) set out the requirements for the permit system, which may include:
    - (i) the permit application process, including any time period within which applications must be made;
    - (ii) the form and manner of the application;
    - (iii) the information to be included in the application;
    - (iv) the criteria which will apply to the grant of the permit, including any cap on the number of permits and any order of priority for the allocation of the permit;
    - (v) the considerations to be taken into account when deciding

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whether to grant a permit;

- (vi) any conditions that must be complied with, including (but not limited to) the transfer, duration, review, amendment, suspension and cancellation of permits or permit conditions
- (vii) any processing fee, charge or both, including any refund or waiver;
- (viii) the required means of demonstrating the permit is held, for example how the permit must be displayed.

Example:

Standard conditions on a beach driving permit may include safety equipment, safe driving rules (for example use of headlights and driving below high tide line or near people, horses and nesting shorebirds), seasonal closures, prohibited zones (for example dunes and lifeguarded swimming areas), access charges and access bookings.

- (c) include any other information relevant to the permit system and its administration.
- (4) The relevant authority will consider an application for a permit against the criteria and considerations applying to the permit system and grant or refuse the permit.
- (5) The relevant authority may impose any conditions on a permit it grants which it considers appropriate in light of the purpose of this Bylaw, including (but not limited to) the transfer, duration, review, amendment, suspension and cancellation of permits or permit conditions.
- (6) The relevant authority may decline to grant a permit to vehicles which satisfy the criteria for a permit, if it considers the number of permit-holders should be limited to achieve the purpose of this Bylaw.
- (7) This clause is subject to clause 18 in the case of residential parking permits.

**Part 8**

**Savings and Transitional Provisions**

**28 Savings and transitional provisions**

Any resolutions, approvals, permits or other acts of authority made pursuant to or continued by the Auckland Transport Traffic Bylaw 2012, the Auckland Council Traffic Bylaw 2015 (including speed limits set before 19 May 2022) or clause 16 of the Auckland Council Public Safety and Nuisance Bylaw 2013 (relating to vehicle provisions intended to transition to a traffic bylaw) prior to the commencement of the Bylaw remain in force until revoked or amended by the relevant authority or expire.

**29 Existing applications and compliance action**

- (1) Any application for an approval, permit or exemption under the Auckland Transport Traffic Bylaw 2012, the Auckland Council Traffic Bylaw 2015 or clause 16 of the Auckland Council Public Safety and Nuisance Bylaw 2013 that was not granted or declined before the date this Bylaw commences will be processed as if the application had been made under this Bylaw.

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- (2) Any existing compliance or enforcement action (including inquiry) by the relevant authority under the Auckland Transport Traffic Bylaw 2012, the Auckland Council Traffic Bylaw 2015 or the Auckland Council Public Safety and Nuisance Bylaw 2013 (in relation to clause 16 of that bylaw) that was not completed before the date this Bylaw commenced, will continue to be actioned under the relevant bylaw as if it were still in force and as if this Bylaw had not been made.

Related information, Vehicle Use and Parking Bylaw History	
Date	Description
01 November 2010	<b>Made</b> legacy bylaws about traffic ( <a href="#">Section 61</a> (for Auckland Transport) <sup>1</sup> and <a href="#">63</a> (for Auckland Council) <sup>1,2</sup> of the Local Government (Auckland Transitional Provisions) Act 2010), with effect (commence) on same date.
18 July 2012	<b>Made</b> Auckland Transport Traffic Bylaw 2012 and decided to <b>revoke</b> legacy bylaws (AT <a href="#">18/07/2012 MM:Item10</a> ), with effect on 1 August 2012.
25 June 2015	<b>Made</b> Auckland Council Traffic Bylaw 2015 / Te Ture ā-Rohe Waka Haere 2015 and decided to <b>revoke</b> legacy bylaws (GB/2015/63), with effect on 1 August 2015.
28 March 2019	<b>Amended</b> Auckland Council Traffic Bylaw 2015 / Te Ture ā-Rohe Waka Haere 2015 (GB/2019/22), with effect on 1 October 2019.
# April 2025	<b>Made</b> the Auckland Transport and Auckland Council Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025   Vehicle Use and Parking Bylaw 2025 <b>Amended</b> the Auckland Council and Auckland Transport Te Ture ā-Rohe mo nga Tohu Signs Bylaw 2022 ( <a href="#">Auckland Council resolution # and Auckland Transport resolution #</a> )
# April 2025	<b>Amended</b> the Auckland Transport Activities in the Road Corridor Bylaw 2022 <b>Revoked</b> the Auckland Transport Traffic Bylaw 2012 <b>Revoked</b> 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 ( <a href="#">Auckland Transport resolution #</a> )
# April 2025	<b>Amended</b> the Auckland Council Te Ture ā-Rohe Marutau ā-lwi me te Whakapōrearea 2013 Public Safety and Nuisance Bylaw 2013 <b>Revoked</b> the Auckland Council Traffic Bylaw 2015 Te Ture ā-Rohe Waka Haere 2015 ( <a href="#">Auckland Council resolution #</a> )
<p><sup>1</sup> 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><sup>2</sup> 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><b>Related information about the next bylaw review</b> This Bylaw has no statutory review date and does not expire.</p>	

### Proposed Resolutions<sup>1</sup> 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.

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<sup>1</sup> Bylaws made under s 22AB(1) of the Land Transport Act 1998 may leave any matter or thing to be regulated, controlled, or prohibited by resolution (pursuant to s 22AB(3) of the same Act). The Vehicle and Parking Bylaw 2025 enables resolutions to be made in relation to various matters including certain traffic and parking controls. Resolutions under the Bylaw must be made by the relevant road controlling authority (including its lawful delegates).



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

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

Current Auckland Council Public Safety and Nuisance Bylaw 2013 clause	Proposed amendment	Reasons for change
<p><b>16 Vehicle provisions to transition to traffic bylaw</b></p> <p>(1) A person must not drive, ride, propel or wheel any vehicle on a park except on places and subject to any conditions Council specifies.</p> <p>(2) A person must not park any vehicle on a park except in a place set aside and subject to any conditions Council specifies.</p> <p>(3) A person must not drive, ride, propel or wheel or park any vehicle on a beach except –</p> <p>(a) to deposit or retrieve a boat in the water, provided –</p> <p>(i) there is vehicular access to the beach (for example, a boat ramp);</p> <p>(ii) the vehicle is driven using a direct route;</p> <p>(iii) the vehicle speed does not exceed 10km/h; and</p> <p>(ii) the vehicle is removed from the beach immediately upon retrieval or depositing of the boat;</p> <p>(b) in the case of an emergency; or</p> <p>(c) Council has given prior written approval.</p> <p>(4) However, subclauses (1), (2) and (3) cease to apply from the date specified in a resolution under the Auckland Council Traffic Bylaw 2015 that specifically addresses the matters they relate to.</p> <div data-bbox="439 810 1308 1188" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>The <a href="#">Auckland Council Traffic Bylaw 2015</a> is made under the section <a href="#">22AB Land Transport Act 1998</a> 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"> <li>restricting vehicles on parks and beaches using conditions instead of prior approval (clause 8(1)(a), 8(2)(a) and 8(5))</li> <li>regulating the stopping, parking and leaving of vehicles (clause 11 and 12)</li> <li>enabling the New Zealand Police to enforce the traffic bylaw by issuing \$150 infringement notices (<a href="#">Schedule 1 of the Land Transport (Offences Last updated 22 March 2024 Public Safety and Nuisance Bylaw 2013 Page 13 and Penalties) Regulations 1999</a>) via <a href="#">section 22AB</a> of the Land Transport Act 1998).</li> </ul> <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><b>16 Vehicle provisions to transition to traffic bylaw</b></p> <p>Repealed</p> <div data-bbox="1344 480 2258 569" style="border: 1px solid black; padding: 5px;"> <p><b>Related information about repeal of vehicle provisions</b></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) <del>A person must not drive, ride, propel or wheel any vehicle on a park except on places and subject to any conditions Council specifies.</del></p> <p>(2) <del>A person must not park any vehicle on a park except in a place set aside and subject to any conditions Council specifies.</del></p> <p>(3) <del>A person must not drive, ride, propel or wheel or park any vehicle on a beach except –</del></p> <p><del>(a) to deposit or retrieve a boat in the water, provided –</del></p> <p><del>(i) there is vehicular access to the beach (for example, a boat ramp);</del></p> <p><del>(ii) the vehicle is driven using a direct route;</del></p> <p><del>(iii) the vehicle speed does not exceed 10km/h; and</del></p> <p><del>(ii) the vehicle is removed from the beach immediately upon retrieval or depositing of the boat;</del></p> <p><del>(b) in the case of an emergency; or</del></p> <p><del>(c) Council has given prior written approval.</del></p> <p>(4) <del>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.</del></p> <div data-bbox="1368 909 2306 1262" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>The <a href="#">Auckland Council Traffic Bylaw 2015</a> is made under the section <a href="#">22AB Land Transport Act 1998</a> 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"> <li><del>restricting vehicles on parks and beaches using conditions instead of prior approval (clause 8(1)(a), 8(2)(a) and 8(5))</del></li> <li><del>regulating the stopping, parking and leaving of vehicles (clause 11 and 12)</del></li> <li><del>enabling the New Zealand Police to enforce the traffic bylaw by issuing \$150 infringement notices (<a href="#">Schedule 1 of the Land Transport (Offences Last updated 22 March 2024 Public Safety and Nuisance Bylaw 2013 Page 13 and Penalties) Regulations 1999</a>) via <a href="#">section 22AB</a> of the Land Transport Act 1998).</del></li> </ul> <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><b>6 Bad behaviours prohibited in public places</b></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><b>6 Bad behaviours prohibited in public places</b></p> <p>(3) A person must not erect, construct, place, leave, <del>or</del> <u>repair</u> or abandon 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><b>Schedule 1</b></p> <p><b>3 Building or construction materials, equipment and amenities</b></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><b>Schedule 1</b></p> <p><b>3 Building or construction materials, <u>machinery, equipment, containers, and amenities and things</u> –</b></p> <p>(1) A person must not place or leave any building or construction materials, <u>machinery, equipment, containers, and amenities</u> (including portable toilets), <u>or other thing</u> in a public place unless the relevant authority has given prior written approval.</p>	<p>To streamline the regulation of machinery, equipment, materials, containers or things to solely under the PSN Bylaw. Currently, these matters are also regulated under the Auckland Council Traffic Bylaw 2015.</p>

**Table 2: Amendments to the Auckland Transport Activities in the Road Corridor Bylaw 2022**

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

Current Bylaw clause	Proposed amendment	Reasons for change
<p><b>Summary</b> 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"> <li>• Outlining restricted activities and items in the road corridor and describing when approval is required from Auckland Transport for these activities and items;</li> <li>• 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.</li> <li>• 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.</li> <li>• Regulating road surface, airspace and subsoil encroachments;</li> <li>• Requiring prior approval from Auckland Transport for livestock movements in the road corridor where certain requirements are not able to be adhered to.</li> </ul> <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"> <li>• 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.</li> <li>• 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</li> </ul>	<p><b>Summary</b> 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, <del>damaging the street or cluttering the footpath or road.</del> The purpose of this Bylaw is to control certain activities within the road corridor, <del>in order</del> to contribute to an effective, efficient and safe Auckland transport system <u>and to protect roads from damage</u> by:</p> <ul style="list-style-type: none"> <li>• Outlining restricted activities and items in the road corridor and describing when approval is required from Auckland Transport for these activities and items;</li> <li>• 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.</li> <li>• 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></li> <li>• Regulating road surface, airspace and subsoil encroachments;</li> <li>• Requiring prior approval from Auckland Transport for livestock movements in the road corridor where certain requirements are not able to be adhered to.</li> </ul> <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"> <li>• 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.</li> <li>• 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</li> </ul>	<p>To provide clarity on the scope of the bylaw insofar as protecting roads from damage is concerned.</p>
<p><b>1. Purpose</b> (1) Auckland Transport makes this Bylaw to (a) control certain activities within the <b>Auckland transport system</b>; and (b) contribute to an effective, efficient, and safe <b>Auckland transport system</b> in the public interest.</p>	<p><b>1. Purpose</b> (1) Auckland Transport makes this Bylaw to (a) control certain activities within the <b>Auckland transport system</b>; and (b) contribute to an effective, efficient, and safe <b>Auckland transport system</b> in the public interest; <u>and</u> (c) <u>protect roads</u> in the <b>Auckland transport system</b> from damage.</p>	<p>To provide clarity on the scope of the bylaw insofar as protecting roads from damage is concerned.</p>
<p><b>2. Interpretation</b> 2(3): <b>street damage</b> means damage to any part of the <b>road corridor</b>, or other Auckland Transport property within the <b>road corridor</b>, sustained during building or land development <b>works</b> 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><b>2. Interpretation</b> 2(3) – <i>insert in alphabetical order.</i>  <u><b>building work</b> means building or development work on private land or in any other location which is not in, on, under or above the <b>road corridor</b>.</u>  2(3): <b>street damage</b> means damage to any part of the <b>road corridor</b>, or other Auckland Transport property within the <b>road corridor</b>, sustained during <del>building or land development works</del> 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;"><b>Part 2: Street Damage</b></p> <p><b>17. Building work requiring street damage inspection fee</b> (1) No person shall undertake any <b>works</b> 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 <b>street damage</b> post-works inspection fee. (2) However, sub-clause (1) does not apply if an <b>approval</b> expressly states otherwise.</p> <p><b>18. Waiving of Inspection Fee</b> (1) The requirement for payment of a <b>street damage</b> post-works inspection fee may be waived, where Auckland Transport determines that the proposed works are unlikely to cause damage to the <b>road</b>.</p>	<p style="text-align: center;"><b>Part 2: Street Damage Associated with Building Work</b></p> <p><i>Explanatory Note:</i> <u><i>This Part applies to building or development work taking place off the road corridor, but which may damage the road.</i></u></p> <p><b>17. Building work requiring street damage inspection fee</b> (1) <u>Auckland Transport may require a person proposing to carry out <b>building work</b> in the circumstances described in sub-clause (2) to pay a street damage inspection fee prior to undertaking that work.</u> (2) <u>Sub-clause (1) applies where Auckland Transport considers on reasonable grounds that the <b>building work</b> may cause <b>street damage</b>, whether due to access by vehicles to the building or development site or otherwise. Such reasonable grounds may be based, for example, on the number and nature of vehicles which are anticipated to access the site, and Auckland Transport’s knowledge and experience of damage to roads in comparable situations.</u></p>	<p>To help address problems related to activities in development or construction sites on a private land causing damage to nearby roads.</p>

<p><b>19. Inspection</b></p> <p>(1) At the completion of <b>works</b> and after the issue of the code compliance certificate (CCC) by Auckland Council for the building work undertaken, Auckland Transport shall carry out an inspection.</p> <p>(2) If, during inspection, damage to the <b>road</b> or any structure in, on or under the <b>road</b> is identified, Auckland Transport may serve notice to the approval holder requiring the damage to be repaired and specifying the work that needs to be done and the date by which it must be completed.</p> <p>(3) If Auckland Transport identifies any defects within the warranty period in the repairs to the <b>road</b> undertaken by the approval holder as stated in the notice issued under sub-clause (2), Auckland Transport may repair the defect and recover the costs incurred, including any reasonable administration costs, from the approval holder.</p> <p>(4) If the reinstatement is not carried out within the time given in the notice issued under sub-clause (2), Auckland Transport may carry out the work on approval holder's behalf, and recover any costs incurred by Auckland Transport, including any reasonable administrative costs, to repair any damage to the <b>road</b> arising from any building work, or site work, from the approval holder under the Local Government Act 1974.</p> <p>(5) Any amount owing by the approval holder to Auckland Transport may be recovered by Auckland Transport from that person or entity as a debt due in any court of competent jurisdiction.</p>	<p><del>(4)(3)</del> Where Auckland Transport has required an <u>inspection fee</u> under subclause (1), no person shall undertake the <b>works building work</b> without having paid that fee to Auckland Transport.</p> <p><del>(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</del></p> <p><del>(b) — a street damage post-works inspection fee.</del></p> <p><del>(2) — However, sub-clause (1) does not apply if an approval expressly states otherwise.</del></p> <p><b>18. — Waiving of Inspection Fee</b></p> <p><del>(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.</del></p> <p><b>18. Inspection</b></p> <p>(1) <del>At the</del> <u>On</u> completion of <b>works the building work</b> and after the issue of the code compliance certificate (CCC) by Auckland Council for the building work undertaken, Auckland Transport <del>shall</del> <u>will</u> carry out an inspection of the road <u>potentially affected</u>.</p> <p>(2) If, <del>during</del> <u>as a result of inspection,</u> <del>street damage to the road</del> or damage to any structure in, on or under the <b>road</b> is identified <u>which has been caused or contributed to by the building work</u>, Auckland Transport may serve a notice on <u>any person undertaking the building work or responsible for the damage to the approval holder</u> requiring the damage to be repaired and specifying the work that needs to be done and the date by which it must be completed.</p> <p>(3) A notice under sub-clause (2) may include a requirement that the person served with the notice gives a reasonable <u>warranty in relation to the repair works</u>. <del>If Auckland Transport identifies any defects within the warranty period in the repairs to the road undertaken by the approval holder as stated in the notice issued under sub-clause (2), Auckland Transport may repair the defect and recover the costs incurred, including any reasonable administration costs, from the approval holder.</del></p> <p>(4) If the <del>repair reinstatement</del> <u>repair</u> is not carried out within the time given in the notice issued under sub-clause (2), <u>or if defects in the repairs are identified during the period of the warranty referred to in sub-clause (3),</u> Auckland Transport may:</p> <p>(a) <u>carry out the repair work or repair the defects, as the case may be, on approval holder's behalf; and</u></p> <p>(b) <u>recover any the costs of doing so, incurred by Auckland Transport, including any reasonable administrative costs, to repair any damage to the road arising from any building work, or site work, from the approval holder under the Local Government Act 1974 from the person who was served with the notice.</u></p> <p>(5) Any amount <del>owing payable by the approval holder</del> <u>payable by the approval holder</u> to Auckland Transport for repairs carried out under this clause may be recovered by Auckland Transport <del>from that person or entity</del> <u>from the person liable</u> as a debt due in <u>any court of competent jurisdiction.</u></p>	
<p><b>3. Restrictions on activities within the Auckland transport system</b></p> <p>(2) In any place that is part of the Auckland transport system a person must not, except with the prior written approval of Auckland Transport, -</p>	<p><b>3. Restrictions on activities within the Auckland transport system</b></p> <p>(2) In any place that is part of the Auckland transport system a person must not, except with the prior written approval of Auckland Transport, -</p> <p>(h) <u>carry out repairs or modifications to a vehicle on a road in a way which damages the road or creates an obstacle, nuisance, disruption to traffic flow or safety risk to road users.</u></p>	<p>To streamline the regulations for matters that involve vehicles, but unrelated to their 'use (driving) or parking' (for example, vehicle repairs) to solely the ARC Bylaw.</p> <p>Currently, these matters are also regulated under the Auckland Transport Traffic Bylaw 2012.</p>

**Table 3: Amendments to the Auckland Council and Auckland Transport Signs Bylaw 2022**

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

Current Bylaw clause	Proposed amendment	Reasons for change
<p><b>18 A sign may be displayed on a vehicle in certain circumstances</b>                      (1) This clause applies to vehicle signs, which in this Bylaw means signs displayed on a moving or stationary vehicle (which includes a trailer).                      (2) A person may display a vehicle sign if the sign complies at all times with the conditions in this table –</p> <p><b>Conditions for the display of a vehicle sign</b></p> <p><b>Purpose of vehicle</b>                      (a) The vehicle is being used for ordinary day-to-day travel (for example the movement of people and goods) and not for the main purpose of displaying the sign, unless –                          (i) the sign is identifying a premise for sale during an open home or auction in clause 15; or                          (ii) the sign is an election sign in clause 17;</p> <p><b>Motor vehicle traders</b>                      (b) A motor vehicle trader under the Motor Vehicle Sales Act 2003 may only display a sign related to the sale of a vehicle that is on a council-controlled public place (for example a road) if –                          (i) the vehicle is being used for a test drive; or                          (ii) the vehicle is being taken to an automotive garage or vehicle testing facility;</p> <p><b>Placement</b>                      (c) The sign must not protrude from the vehicle when on a council-controlled public place (for example a road) in a way that creates a risk to public safety, the efficient operation of the place or a nuisance;</p> <p><b>Compliance with other rules</b>                      (d) Must comply with all special and general rules in Subparts 2 and 3 of Part 2.</p> <p><b>Related information about vehicle signs</b>                      A similar rule to (2)(a) applies to a person (other than a motor vehicle trader) offering a vehicle for sale in clause 23 of the Auckland Transport Traffic Bylaw 2012.</p>	<p><b>18 A sign may be displayed on a vehicle in certain circumstances</b>                      (1) This clause applies to vehicle signs, which in this Bylaw means signs (including <u>signs advertising a good or service, or offering a vehicle for sale</u>) displayed on a moving or stationary vehicle (including a trailer).                      (2) A person may display a vehicle sign if the sign complies at all times with the conditions in this table –</p> <p><b>Conditions for the display of a vehicle sign</b></p> <p><b>Purpose of vehicle</b>                      (a) The vehicle is being used for ordinary day-to-day travel (for example the movement of people and goods) and not for the main purpose of displaying the sign, unless –                          (i) the sign is identifying a premise for sale during an open home or auction in clause 15; or                          (ii) the sign is an election sign in clause 17;</p> <p><b>Motor vehicle traders</b>                      (b) A motor vehicle trader under the Motor Vehicle Sales Act 2003 may only display a sign related to the sale of a vehicle that is on a council-controlled public place (for example a road) if –                          (i) the vehicle is being used for a test drive; or                          (ii) the vehicle is being taken to an automotive garage or vehicle testing facility;</p> <p><b>Placement</b>                      (c) The sign must not protrude from the vehicle when on a council-controlled public place (for example a road) in a way that creates a risk to public safety, the efficient operation of the place or a nuisance;</p> <p><b>Compliance with other rules</b>                      (d) Must comply with all special and general rules in Subparts 2 and 3 of Part 2.</p> <p><b>Related information about vehicle signs</b>                      A similar rule to <del>(2)(a)</del> applies to a person (other than a motor vehicle trader) offering a vehicle for sale in clause 23 of the Auckland Transport Traffic Bylaw 2012.</p>	<p>To streamline the regulation of 'for sale' signs on vehicles being sold to solely under the Signs Bylaw 2022.</p> <p>Currently, vehicle for sale signs are also regulated under the Auckland Transport Traffic Bylaw 2015 and Auckland Council Traffic Bylaw 2015.</p>

# Joint AT & AC review of traffic-related bylaws

Summary of overall feedback and local feedback from Hibiscus and Bays



**196** submissions

**6** Local board only

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

**"Do you have any concerns about the proposal?"**

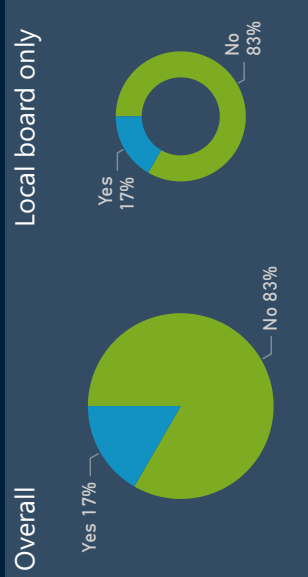
Comment counts

Overall **89**

LB only **2**

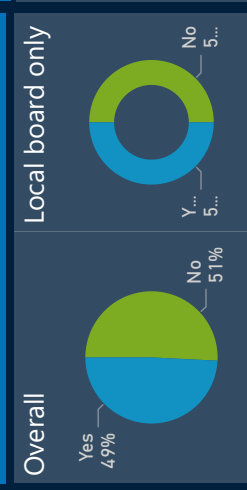
Comment on main proposal

Consultation cost	4	1
Easier, better to enforce	1	1
Support	5	
Makes sense	9	
Good idea	7	
Simpler	7	

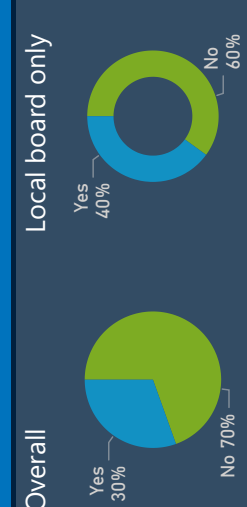


## Proposals to move bylaw topics around the traffic-related bylaws: "Do you have a comment on..."

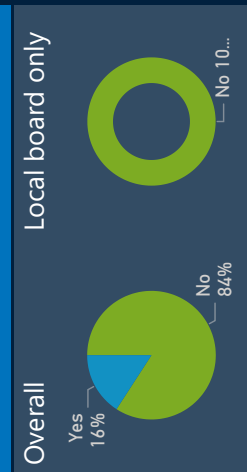
Proposal to make supporting changes to 6 topics in the proposed joint bylaw



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



Proposal to make supporting changes to other traffic-related bylaws



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



# Joint AT & AC review of traffic-related bylaws

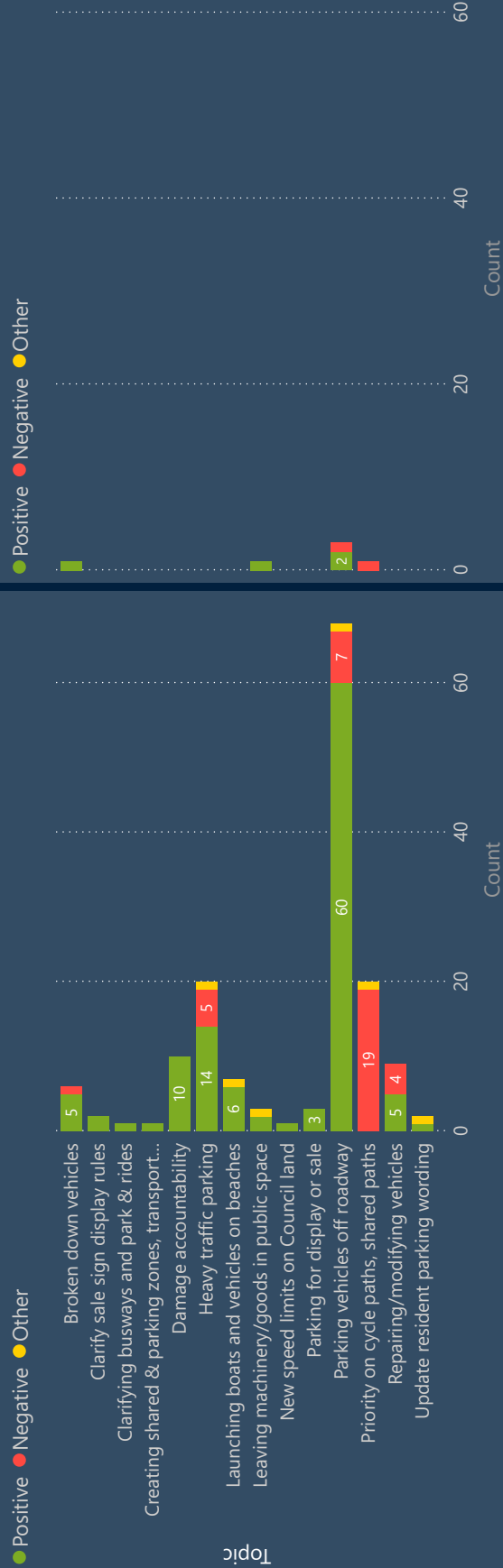
Summary of overall feedback and local feedback from **Hibiscus and Bays**

## Counts of comments on the additional proposals

<b>89</b>	overall on clarifying and improving	<b>52</b>	overall on moving/removing	<b>43</b>	overall on other bylaws
<b>3</b>	LB only for clarifying/improving	<b>2</b>	LB only for moving/removing	<b>1</b>	LB only for other bylaws

## Feedback on specific topics

Overall comment sentiment on the specific additional proposals



# Joint AT & AC review of traffic-related bylaws

Summary of overall feedback and local feedback from **Hibiscus and Bays**



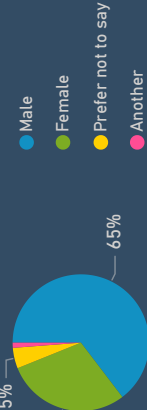
## Most frequent comments overall

Hibiscus and Bays respondents provided a range of comments; the most frequent was a request for parking enforcement (2 mentions - one berm parking specific, one general).

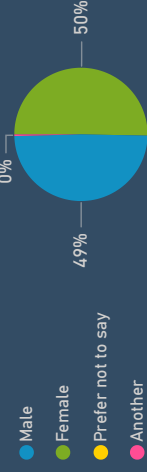
Proposal	Comment	Count
Parking off roadway	Enforcement needed for berm parking	24
Cycle/shared path priority	Retain priority on cycle/shared paths	17
Parking off roadway	Support - berm parking damages berms	17
Heavy vehicle parking	Support - heavy vehicles block roads/driveways/sightlines and reduce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

## Demographics of respondents overall

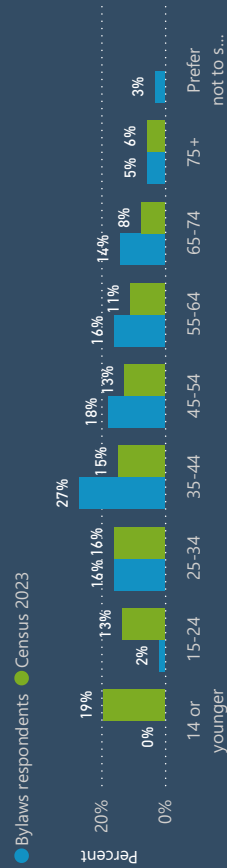
### Bylaw respondents gender



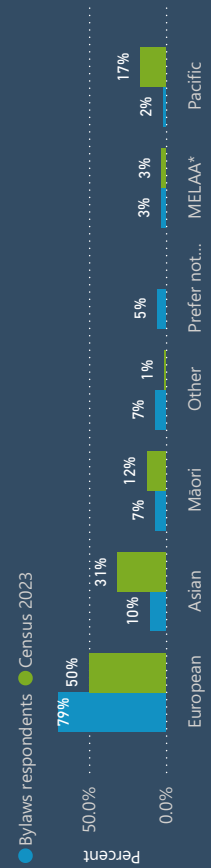
### Census 2023 gender



### Age



### Ethnicity



\*MELAA = Middle Eastern, Latin American, & African





Hibiscus and Bays Local Board Work Programme 2024/2025 Q2 Report

Work Programme Name	ID	Activity Name	Activity Description	Lead Dept/Unit or CCO	LB Plan Outcome	Budget Source	Year 1	Activity Status	RAG Status	Q2 Commentary
Customer and Community Services	173	Diversity, Equity and Inclusion across Hibiscus and Bays	Supporting the development of opportunities that deliver on the local board plan's objective of 'A community of thousands that feels like a village, with strong connections and roots but easy opportunities for participation.' In particular the key initiative 'Take a more proactive approach to ensuring that the different voices in our community are heard to inform our local board decision-making.' And 'Support and build the capacity of the community to take a lead in celebrating the growing diversity of our area making everyone feel welcome and connected, through placemaking events and other initiatives.' 1) for diverse communities to celebrate the unique cultures, raise visibility and create belonging. 2) to build equity across Hibiscus and Bays by focusing on areas of inequality or need. 3) that build inclusion by bringing together people of different cultures, socio-economic and backgrounds and ages to connect, share and learn from each other.	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 30,000	In progress	Green	This quarter saw the opportunity for staff to bring together a team from Upper Harbour and Harbour Sport's Māori, Pacific and Asian leads, to begin developing a cultural youth leadership programme for young Māori, Pacific and Asian students across the two local board areas. Quarter three will see the investment in developing the pilot programme so it can be trialed in Q3. Upper Harbour and Hibiscus and Bays will contribute the same amount with the pilot consisting of 2 schools from each local board area. The work on the Ethnic People's Panel has paused while some capacity issues are resolved with other areas but in Q3 a clearer understanding of the scope of this work should be gained.
Customer and Community Services	175	Local implementation of Ngā Hapori Momoho (Thriving Communities strategic action plan)- Hibiscus and Bays	Local board contribution towards the capability required to deliver community development activities and outcomes.	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 114,600	In progress	Green	Local implementation of the Ngā Hapori Momoho (Thriving Communities) Strategic Action Plan through the Community Broker role building relationships and connections across the community and supporting community partners to deliver on their outcomes. This quarter the Community Broker worked with a range of groups including: - The Third Place, new organisation wanting to take over the Stillwater Hall - Hibiscus Tuakana, developing a legal entity for Pasifika group - Mairangi Arts & Estuary Arts, to support the development of a collaborative programme - Harbour Sports, development of a new pilot opportunity - Murray's Bay Intermediate, to support learning on democracy and participate in a panel - The Children's Panel, supporting the development of the pilot - HBC Youth Hauora Network, supporting the sustainable development of leadership.
Customer and Community Services	176	Community Resilience in the East Coast Bays	To support the local board's key initiative 'Support the development of community led resilience networks in our area, promoted by recent civil defence emergencies, to ensure communications and roles are clear. When future events such as storms or floods happen, our community organisations will know who does what and where to get information and how to help.' To support the East Coast Bays Community Resilience groups to focus on communication, resources and roles.	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 40,000	In progress	Green	This quarter the focus has been on support, working with the groups to establish the resources needed for the hubs and the collection of those items. The website development was originally to be through an external agency but the Auckland Council digital team have agreed that the website will be better developed internally. Staff continue to work with Auckland Emergency Management and other council staff aligned with community response groups in the East Coast Bays, to ensure they are supported.

Hibiscus and Bays Local Board Work Programme 2024/2025 Q2 Report

Work Programme Name	ID	Activity Name	Activity Description	Lead Dept/Unit or CCO	LB Plan Outcome	Budget Source	Year 1	Activity Status	RAG Status	Q2 Commentary
Customer and Community Services	179	Placemaking to support a diverse, equitable and inclusive Hibiscus and Bays	Supporting the local boards key initiative to 'Support and build the capacity of the community to take a lead in celebrating the growing diversity of our area and making everyone feel welcome and connected, through placemaking, events and other initiatives.' by focusing on: 1)the diverse communities of Hibiscus and Bays to be more visible 2) opportunities that build equity across Hibiscus and Bays 3) opportunities that build inclusion 4) build capacity for communities to take the lead in creating neighbourhoods that are thriving and connected.	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 50,000	In progress	Green	There was little progress on the placemaking for East Coast Bays due to the capacity and availability of the groups (Heart of the Bays, East Coast Bays Library, East Coast Bays Recreation Centre, East Coast Bays Creche, Browns Bay Senior Citizens Club, Recreation Solutions, Browns Bay Business Association) involved however conversations have been lined up to ensure that groups will come together early in quarter three. Conversations continue around the opportunities in Silverdale, as Salt Trust, Coast Community Trust and Silverdale Community Trust are keen to do something together with the Silverdale Business Association. This is expected to start in quarter three.
Customer and Community Services	180	Hibiscus and Bays: Developing a resilient youth ecosystem across the area.	Support the development of opportunities to strengthen and connect the organisations supporting and working with young people across the Hibiscus and Bays in line with the local boards key initiative 'Support the youth networks in our area to help our young people to thrive and have a voice in decisions.'	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 10,000	In progress	Green	This quarter work has continued to connect and develop the foundation for the network, to ensure that it not only reflects the needs of the community but also is established sustainably with community supporting the development of a website. The first meeting has been pushed out to quarter three to ensure availability of members of all of the groups involved, including social services, education and cultural groups.
Customer and Community Services	181	Capacity Building Hibiscus Coast	Support community organisations to access the support, professional development and skills they need to strengthen, grow and build sustainability in line with the local boards key initiative of 'Support and build the capacity of the community to take a lead in celebrating the growing diversity of our area and making everyone feel welcome and connected through placemaking, events and other initiatives.'	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 11,000	In progress	Green	This quarter further capacity building opportunities have been explored with an opportunity to support some professional development across some of our organisations both on the Hibiscus Coast and in the East Coast Bays with some facilitation training that has been requested and offered. This is scheduled to be delivered in quarter three with representation from Te Herenga Waka o Orewa, Stepsforward, Heart of the Bays, Children's Panel Facilitator, a Youth worker all participating in the training.
Customer and Community Services	3943	Hibiscus and Bays: Ngā Hāpori Momoho - Thriving Communities implementation opportunities	Supporting the communities across Hibiscus and Bays to implement opportunities that align with Ngā Hāpori Momoho (Thriving Communities Strategy) with a focus on * Increase whānau and community financial security * Improve health outcomes * Increase access and participation * Grow community and intercultural connection * Enable local leadership and innovation * Increase Community Resilience and sustainability In line with the local boards objective of 'A community of thousands that feels like a village, with strong connections and roots, but easy opportunities for participation.'	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 20,000	In progress	Green	This quarter, support was provided to Silverdale Community Trust to enable the delivery of events and also repairs to the trust's van used by a range of community organisations across the Hibiscus Coast. The contribution will enable them to continue to support and collaborate with other groups.

Hibiscus and Bays Local Board Work Programme 2024/2025 Q2 Report

Work Programme Name	ID	Activity Name	Activity Description	Lead Dept/Unit or CCO	LB Plan Outcome	Budget Source	Year 1	Activity Status	RAG Status	Q2 Commentary
Customer and Community Services	4069	Community Resilience in the Hibiscus Coast	To support the local board's key initiative 'Support the development of community led resilience networks in our area, promoted by recent civil defence emergencies, to ensure communications and roles are clear. When future events such as storms or floods happen, our community organisations will know who does what and where to get information and how to help.' To support the Hibiscus Coast Community Resilience groups to focus on communication, resources and roles.	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 40,000	In progress	Green	This quarter the focus has been on the delivery of support, working with the groups to establish the resources they need for the hubs and the collection of those items. The website development was originally going to be through an external agency, but the Auckland Council Digital team have agreed the website is better to sit internally. Staff continue to work with Auckland Emergency Management and council staff and the Community Response Groups in the Hibiscus Coast to ensure they are supported.
Customer and Community Services	4070	Capacity Building East Coast Bays	Support community organisations to access the support, professional development and skills they need to strengthen, grow and build sustainability in line with the local boards key initiative of 'Support and build the capacity of the community to take a lead in celebrating the growing diversity of our area and making everyone feel welcome and connected through placemaking, events and other initiatives.'	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 11,000	In progress	Green	This quarter further capacity building opportunities have been explored with an opportunity to support some professional development across some of our organisations both on the Hibiscus Coast and in the East Coast Bays with some facilitation training that has been requested and offered. This is scheduled to be delivered in quarter three with representation from Te Herenga Waka o Orewa, Stepsforward, Heart of the Bays, Children's Panel Facilitator, a Youth worker all participating in the training.
Customer and Community Services	4071	Networking and Connections across the East Coast Bays	Support community networks across the East Coast Bays that encourage connections, support and collaborations in line with the local boards objective of Hibiscus and Bays: a community of thousands that feels like a village with strong connections and roots, but easy opportunities for participation.	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 20,000	In progress	Green	This quarter work has continued to connect and develop the foundation for the network, under the name He Manawa Titi, to ensure that it not only reflects the needs of the community but also is established sustainably with community supporting the development of a website. The first meeting has been pushed out to Q3 to ensure availability of members of all of the groups involved, including social services, education and cultural groups.
Customer and Community Services	4072	Networking and Connections across the Hibiscus Coast	Support community networks across the Hibiscus Coast that encourage connections, support and collaborations in line with the local boards objective of Hibiscus and Bays: a community of thousands that feels like a village with strong connections and roots, but easy opportunities for participation.	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 20,000	In progress	Green	Staff continue to support the delivery of the HBC Youth Hauora Network as it continues to grow, with an average of 33 people at the meetings and over 170 individuals on the newsletter database. The focus this quarter has been on the development of the website and sustainable funding sources while building relationships. This network is creating a culture shift on the Hibiscus Coast.
Customer and Community Services	4077	Youth-led Activities in East Coast Bays	Support opportunities that increase youth voice in line with the local board key initiative 'Support the youth networks in our area to help our young people thrive and to have a voice in decisions' Building youth leadership skills, with youth leading initiatives on things that matter to them. Co-designing and co-facilitate events, programmes and activities promoting young people's social connection, resilience, creativity, wellbeing and that matter to them Increase youth voice in local board decision making	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 10,000	In progress	Green	This quarter staff have had to shift the work started in quarter one with Bays in Action taking over the Bays Youth Voice. This has provided an opportunity for a new project will be developed with the youth worker and Heart of the Bays and will commence in quarter three as this quarter they have been exploring ideas.

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Customer and Community Services	4078	Youth-led Activities in Hibiscus Coast	Support opportunities that increase youth voice in line with the local board key initiative 'Support the youth networks in our area to help our young people thrive and to have a voice in decisions' Building youth leadership skills, with youth leading initiatives on things that matter to them. Co-designing and co-facilitate events, programmes and activities promoting young people's social connection, resilience, creativity, wellbeing and that matter to them Increase youth voice in local board decision making	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 10,000	In progress	Green	This quarter has been exploring opportunities. There was a possible creative project with a SADD (Students Against Drink Driving) ambassador in Ōrewa College but the project was scrapped. There were also discussions with some students at Whangaparāoa College around a project but the end of year exams got in the way.
Customer and Community Services	4079	Hibiscus and Bays: Youth scholarships	Provide a \$1,000 scholarship to local secondary schools, to be dispersed to local students.	Community: Community Wellbeing - Community Delivery	2023HB1 - Our people	LDI: Opex	\$ 5,000	In progress	Green	This quarter youth scholarships were awarded to students in Ōrewa College, Whangaparāoa College, Wentworth College, Kingsway School and Long Bay College.
Customer and Community Services	183	Activation of community led venue partners Hibiscus and Bays	Community delivered and supported by council through a contract for service/funding agreement: Bays Community Centre - including St Annes Hall-year one of a three year term expires 30 June 2027 (42,740.48pa)  Operational funding/management fee amount to be adjusted annually in accordance with Auckland Council's agreed inflationary mechanism once confirmed	Community: Community Wellbeing - Community Delivery	2023HB3 - Our community	ABS: Opex	\$ 42,470	In progress	Green	In Q2, Bays Community Centre have been working in partnership with Age Concern North Shore to hold a falls prevention workshop to address safety concerns for elderly users at the Centre. This came about when one of their elderly community centre users had a serious fall outside the building. Following the accident, a lot of the centre users expressed concerns of their own falls risks. A total of 29 people attended the falls prevention workshop. In November, Heart of the Bays hosted the Active Ageing 2024 expo, which celebrated staying active, connected, and living well in later years. The expo showcased groups that use Bays Community Centre and St Anne's Hall. The event was held at ECB Leisure Centre as it was a larger facility for the 32 stallholders that attended. Heart of the Bays also provided St Anne's Hall as the venue for the Browns Bay Love Food Hate Waste Great Big Rescued Food Cook-Off. All 10 tables were booked out for the event which was an enormous success.
Customer and Community Services	169	Operational grant to Centrestage Theatre	Fund Centrestage Theatre Trust to operate Centrestage Theatre as an inclusive and accessible arts and culture facility and deliver community performing arts programmes, including performing arts classes and a youth theatre programme.  The budgets for each year are subject to annual inflation adjustment.	Community: Community Wellbeing - Community Delivery	2023HB3 - Our community	ABS: Opex	\$ 23,788	In progress	Green	In Q2 at Centrestage Theatre there were 26 programmes with 14,475 attendees. The end of year musical was Anything Goes. The theatre hosted and supported Taki Rua Productions, a national kaupapa Māori performing arts organisation based in Pōneke, Wellington, with their touring show Te Kuia me te Pūngāwerewere, The Kuia and the Spider, performed in te reo Māori. An acknowledgement excerpt from Taki Rua reads; "Our kaupapa is one of providing accessible performing arts that amplify Māori voices to everyone in the motu. With the tautoko Centrestage provided in a community venue at a reduced rate, as well as support with marketing and community engagement, we were able to bring our show to Hibiscus and Bays for the first time ever - a champion of the revitalisation of Te Reo Māori within their community." Centrestage hosted a memorial for Margaret Christie, patron and long-time supporter, who died aged 103.

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Customer and Community Services	170	Operational grant to the Estuary Arts Centre	Fund the Estuary Arts Charitable Trust to operate the Estuary Arts Centre as an arts and culture facility and provide an inclusive and accessible programme of workshops, exhibitions and related visual arts programmes.  The budgets for each year are subject to annual inflation adjustment.	Community: Community Wellbeing - Community Delivery	2023HB3 - Our community	ABS: Opex	\$ 18,287	In progress	Green	In Q2 at Estuary Arts Centre there were 92 programmes with 18,520 attendees. Estuary Arts was the Auckland venue for Yakishime - Earth Metamorphosis, an international touring exhibition from the Japan Foundation with 120 earthenware and ceramic pieces. Record visitor numbers reflected the calibre of the show, being the second Japan Foundation show at Estuary. The Makers Market, Saturday 30 November, was well attended despite rain, with many have-a-go stations, eight food trucks and 37 stall holders. The Cash & Carry continues into January with artwork under \$500 while the gift shop is full of gifts from local artists. A party to celebrate and thank volunteers was held. The centre only closes on Christmas Day.
Customer and Community Services	171	Operational grant to the Mairangi Arts Centre	Fund the Mairangi Arts Centre Trust to operate the Mairangi Arts Centre as an arts and culture facility and provide an inclusive and accessible programme of workshops, exhibitions and related visual arts programmes.  The budgets for each year are subject to annual inflation adjustment.	Community: Community Wellbeing - Community Delivery	2023HB3 - Our community	ABS: Opex	\$ 92,457	In progress	Green	In Q2 at Mairangi Arts Centre (MAC) there were 88 programmes with 6783 attendees. Exhibitions included Rangitoto College's He Kākano Ahāu from eight Year 11 art classes connecting with Māori and indigenous concepts and values, whakawhanungatanga, kaitiakitanga and tūrangawaewae, the 9th Korean Calligraphy exhibition, and Artists Revealed with works from 45 local artists. The talent of Gordon Harris' Albany staff was celebrated in a MAC exhibition, and MAC Showcase highlighted artworks from tutors and their students. Collaborating with Mairangi Bay Scouts, MAC held Halloween craft workshops transforming recycled, waste materials into large decorations for the scout hall and MAC's community garden. Nearly 2,000 attended with \$10,300 raised for the scout hall renovation during the two-day fundraiser.
Customer and Community Services	172	Operational grant top up to Centrestage Theatre.	Allocate additional funding for Centrestage Theatre Trust to operate Centrestage Theatre as an arts and culture facility with an emphasis on youth and older people.	Community: Community Wellbeing - Community Delivery	2023HB3 - Our community	LDI: Opex	\$ 30,000	In progress	Green	There were many end of year performances including two dance schools with nearly 400 young people across 12 shows, and performing arts classes theatre shows. The Centrestage community of young performers practiced hard to present their talents at the Junior Theatre NZ Awards to achieve award successes. Young performers can look forward to auditioning in January for 2025 Youth Theatre productions. Age Concern held their end of year concert and get together. Please refer to substantive agreement line 169.
Customer and Community Services	182	Operational grant top up to the Estuary Arts Centre	Additional fund for Estuary Arts Charitable Trust to operate the Estuary Arts Centre as an arts and culture facility.	Community: Community Wellbeing - Community Delivery	2023HB3 - Our community	LDI: Opex	\$ 50,000	In progress	Green	Please refer to substantive agreement line 170.

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Customer and Community Services	1103	Library services - Hibiscus and Bays	Libraries provide welcoming, safe and inclusive environments that deliver digital, facility and community-based services and programmes to promote literacy, digital literacy, te reo Māori, and access to information.  Hours of service: - East Coast Bays Library for 56 hours over 7 days per week. - Ōrewa Library for 52 hours over 7 days per week. - Whangaparaoa Library for 52 hours over 7 days per week.	Community: Community Wellbeing - Community Delivery	2023HB3 - Our community	ABS: Opex	\$2,428,637	In progress	Green	The October holidays 'Time Warp' events delighted tamariki at all three libraries including dinosaur crafts, digital STEM (science, technology, engineering, mathematics) workshops, 'Steampunk' jewellery making and time capsules. ECB's Halloween 'Twisted Tales' event welcomed 200+ participants who enjoyed a unique approach to participative storytelling, showcasing the library's role in creating engaging, literacy-driven experiences. During the October Heritage Festival, local, Barbara Ellis spoke about her life teaching in Melanesia, in the late 1960's – 2000. Collaborations with local community groups delivered an 'Active Aging Expo' aimed at supporting active aging for seniors in the Bays. At Ōrewa, Auckland Zoo's conservation team engaged whanau in 'Caring for kararehe creatively'. A talk by audiologist Howard Chi' and learning sessions 'Google and the Internet' and 'Security in a Digital World' attracted good numbers. The 'Ōrewa Santa Parade' included staff from the Mobile bus and Ōrewa and Whangaparāoa Libraries. Whangaparāoa hosted a powerful photographic display of the local volunteer fire service that celebrated six decades of bravery, heroism, and community spirit. Local, Mike Pignéguy's talk, 'A Superyacht Cruise Through the Mediterranean' engaged 50+ attendees. An outside mural collaboration by Susannah Law and local teens, funded by 'Creative Communities Scheme' has kicked-off the revitalisation of Whangaparāoa's courtyard.
Customer and Community Services	1104	Whangaparaoa Library Pohutukawa Room Hire - Hibiscus and Bays	Enable local community groups to hire the Whangaparaoa Library meeting room free of charge.	Community: Community Wellbeing - Community Delivery	2023HB3 - Our community	LDI: Opex	\$ 1,000	In progress	Green	The Pohutukawa Room continues to be used by local community groups especially the 13 various U3A subgroups.
Customer and Community Services	1117	LDI Top Up for programmes run by external providers on offer through the libraries- Hibiscus and Bays	Top up of \$4,000 from the LDI Opex budget for programmes run by external providers on offer through the libraries	Community: Community Wellbeing - Community Delivery	2023HB3 - Our community	LDI: Opex	\$ 4,000	In progress	Green	The remaining budget will be spent in Q3 and Q4 and is in the planning phase currently.
Customer and Community Services	174	Māori responsiveness Hibiscus and Bays	To support the local board plan's objective of 'Acknowledge mana whenua we work closest with, Ngāti Manuhiri and Ngāti Whātua o Kaipara, by initiating a relationship agreement with them.'	Community: Community Wellbeing - Community Delivery	2023HB4 - Our places and Our economy	LDI: Opex	\$ 5,000	In progress	Green	There has been no movement on this line to date. Staff will be supporting an art work opportunity for the Ōrewa Library project. The concept is currently being worked through with the project's architect, library staff and an artist from Ngati Manuhiri. It is expected to be ready for the re-opening of the library.

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Customer and Community Services	189	Event partnership fund Hibiscus and Bays	<p>Funding to support community events through a non-contestable process. This provides an opportunity for the local board to work in partnership with local event organisers by providing core funding for up to three years to selected events. The Expression of Interest (EOI) sessions took place and the local board decided on the successful applicants for the partnership fund for 2024/2025, 2025/2026 and 2026/2027.</p> <p>Browns Bay Christmas Parade (\$11,000); Ōrewa Annual Signature Events / Christmas Parade (\$32,500); Hibiscus and Bays Annual Art Awards (\$5,000); Sir Peter Blake Torbay Regatta (\$5,000); Rodders Beach Festival (\$18,300); Summer Spectacular (\$12,500); Mairangi Bay Food and Wine Festival (\$12,000); Christmas in Mairangi Bay (\$6,000); Christmas Event - Santa Day (\$4,000); Heart of the Bays Events (Multiple) (\$15,000)</p>	Community: Community Wellbeing - Events	2023HB1 - Our people	LDI: Opex	\$ 121,300	In progress	Green	<p>Funding has been paid to the following event partners:</p> <p>Browns Bay Business Association Incorporated Destination Ōrewa Beach Estuary Arts Charitable Trust Torbay Sailing Club Incorporated Hibiscus Rodders Mairangi Bay Business Association Torbay Business Association</p> <p>The following events took place during Q2:</p> <p>Browns Bay Christmas Parade, Orewa Christmas Parade, Sir Peter Blake Torbay Regatta, Christmas in Mairangi Bay, Christmas Event - Santa Day.</p> <p>We are still waiting on a SmartyGrants application from Heart of the Bays. Once received, a funding agreement will be generated for payment of funding.</p>
Customer and Community Services	184	Hibiscus and Bays: Citizenship ceremonies	Deliver an annual programme of citizenship ceremonies.	Community: Community Wellbeing - Events	2023HB4 - Our places and Our economy	ABS: Opex	\$ -	In progress	Green	The Civic Events team delivered two citizenship ceremonies in Q2 with 501 people from the local board area becoming new citizens.
Customer and Community Services	188	Anzac services Hibiscus and Bays	Support the delivery of the Dawn and Civic Anzac Day services and parades held at the War Memorial on Manly Esplanade in Browns Bay. As well as the Anzac Day street flags that are installed in Browns Bay to promote the services.	Community: Community Wellbeing - Events	2023HB4 - Our places and Our economy	LDI: Opex	\$ 35,580	In progress	Green	<p>Planning, quoting, assessment of requirements, budgets building for this event successfully started in Q2.</p> <p>All Civic Event Organiser event permits and where required, Traffic Management Plan underway. Liaison is occurring with key stakeholders. Event to be delivered in Q4.</p>
Customer and Community Services	4359	Local Civic Events Hibiscus and Bays	Deliver local civic events including: Ōrewa Library celebration and Harvest Ave playground opening	Community: Community Wellbeing - Events	2023HB4 - Our places and Our economy	LDI: Opex	\$ 15,580	In progress	Green	<p>Harvest Ave playground opening was held on 8 December 2024 with an attendance of 100 guests from the community and stakeholders. Guests included Hibiscus and Bays Local Board Chairperson and Members, and a representative of Ngāti Manuhiri.</p> <p>Orewa library Opening: Planning not started yet, event to be delivered in Q4 after P&amp;CF confirm status</p>

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Customer and Community Services	4152	Hibiscus and Bays - Te Kete Rukuruku Māori Naming of Parks and Places - tranche two.	Māori naming (and associated story telling) of parks and places in partnership with mana whenua to highlight and promote Auckland's Māori identity and use of te reo Māori. The outcome being a dual Māori/English name or a sole Māori name and the story behind that name. This is the first phase of tranche two where iwi will discuss who and how each site will be named and reach agreement on this. In the 2026 financial year the second naming phase is expected to start where the actual names are researched and ratified by each iwi.	Community: Community Wellbeing - Māori Outcomes	2023HB3 - Our community	LDI: Opex	\$ 3,000	In progress	Green	Sites for naming have been provided to iwi and hui scheduled for Q3. We aim to resolve shared interests and get naming underway this financial year. It is not expected to receive any names until financial year 2025/2026.
Customer and Community Services	1012	Hibiscus and Bays - Activation of parks, places and open spaces	Enable and coordinate a range of 'free to attend' activities and events that support the local community to be physically active, either through the Out and About programme or other locally focused community or partner organisations and initiatives.	Community: Community Wellbeing - Sport and Recreation	2023HB3 - Our community	LDI: Opex	\$ 40,000	In progress	Green	In Q2 the final schedule of activations was approved by the local board. Marketing, promotion and the delivery of activations has commenced with 22 activations delivered to a total of 1034 attendees in Q2. The delivery of more activations, marketing and promotion will continue into Q3 and Q4.
Customer and Community Services	3824	Hibiscus and Bays- Play Advocacy	Deliver play advocacy projects through the development and implementation of diverse play opportunities (i.e., non-CAPEX play projects beyond formal playground spaces). This work programme supports the Our Community outcome and the 'opportunities to connect for recreation, play...' objective by supporting play provision in a broader range of community spaces (including parks without playgrounds, community facilities, etc).	Community: Community Wellbeing - Sport and Recreation	2023HB3 - Our community	LDI: Opex	\$ 20,000	In progress	Green	Draft play plan circulated and initial local board feedback is positive, so a workshop may be held in February 2025 for official feedback. Play plan will be brought to a business meeting for adoption in February or March 2025. FY25 work programme planning is underway and delivery will commence in Q3.



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Local Environmental	64	Pest Free Hibiscus Coast	<p>This work programme line is to continue funding a contribution towards the salary of the Predator Control team, made up of two staff members, to deliver the Pest Free Hibiscus Coast Project Plan 2023-2025. These two roles will help to maintain and grow community-led pest animal control networks, deliver training and supporting volunteers in the Hibiscus Coast area. This team now support 150 regular volunteers, exclusive of school volunteers and events, with significantly increasing volunteer interest with each year.</p> <p>The Pest Free Hibiscus Coast initiative is working towards delivery of their Pest Elimination Feasibility Study compiled by Wildlife Management International during 2023.</p> <p>This study recommends increasing the project's field capacity to maintain existing predator control networks of 2300 control devices across 104 parks and large private blocks and expand their coverage. This is especially important for possums which are close to being eliminated, also to keep rat populations under control.</p>	Community: Environmental Services - Natural Environment Delivery	2023HB2 - Our environment	LDI: Opex	\$ 65,000	In progress	Green	The Pest Animal Control team supported around 145 active predator control volunteers, working across 119 local parks in the Hibiscus Coast area to carry out pest animal control baiting in November. Volunteers delivered weekly trapping in local parks. This quarter, 5302 traps and bait stations were serviced in parks. The Pest Animal Control team conducted nine pest animal control line audits to ensure effective control. The project leveraged funding to deliver greater outcomes beyond local board-funded work, including training new volunteers in pest animal control, conducting annual bird monitoring counts in November, and planning a reptile survey for December. Staff supported the annual volunteer celebration and awards, funded by Forest and Bird and business donations, with over 50 attendees.
Local Environmental	480	Environmental restoration network co-ordinators - Hibiscus and Bays	<p>Contractors throughout 2024/2025 will continue to focus on supporting community-based restoration activity. Funding support for the Manager and Ecological Restoration Advisors is critical for maintenance, and continued momentum of the project and achieving outcomes towards their Strategic Plan 2021-2026. Through the employment of capacity for the group, there has been an amplification of conservation activities. This has enabled the sharing of skills, tools, awareness of different groups and helped to create a shared vision across the landscape. The funded roles are a manager, and the Ecological Restoration Advisors. The manager will plan strategic priorities, promote the group and publicise community achievements, identify and apply for a wider range of additional funding opportunities, and leverage resources to maximise plan delivery. The Ecological Restoration Advisors will focus on providing technical advice, building rapport with the community, as well as engaging, educating and working with people on the ground.</p>	Community: Environmental Services - Natural Environment Delivery	2023HB2 - Our environment	LDI: Opex	\$ 142,000	In progress	Green	The manager and restoration advisors supported over 500 community members, contributing approximately 1250 hours to conservation activities this quarter. Staff also helped volunteers trap over 300 targeted pest animals, an increase due to the placement of automatic traps in previously uncontrolled locations. Successful eDNA monitoring at 13 sites, supported by Restore staff, indicated significant results, including the identification of taonga species such as longfin eels (tuna), and lower incidence species such as kōkopu and freshwater mussels (kākahī) at two sites. A children's nature workshop at Awaruku Bush Reserve successfully located a forest gecko, classified as 'At risk-declining'.

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Local Environmental	507	Te Ao Māori and community led conservation - Hibiscus and Bays	This project aims to support community led conservation groups in the Hibiscus and Bays Local Board area to learn about Te ao Māori and to grow mana whenua relationships. For 2024/2025 the programme focuses on delivery of a Stage one: Cultural Induction delivered by Ngāti Manuhiri with local community groups. Building on this, a Stage two session: where community members who have attended stage one inductions can continue to grow their knowledge and understanding. The Stage two session considers how to develop an accidental discovery protocol of cultural significant items found onsite, and other aspects for community to consider achieving greater sense of being culturally safe onsite. Community groups have increasingly expressed, their wish to connect with local iwi to gain understanding of Mātauranga Māori, sites of significance, historical land uses, and to be able to establish meaningful relationships to inform conservation activities.	Community: Environmental Services - Natural Environment Delivery	2023HB2 - Our environment	LDI: Opex	\$ 5,000	In progress	Amber	Planning continues for Cultural Induction delivery with Ngāti Manuhiri for community conservation volunteers in Hibiscus and Bays. The first planning meeting occurred on Wednesday 9 October 2024, with delivery expected in early 2025. There has been some delay in setting dates for Cultural Induction delivery due to the hapu's capacity. Induction days are planned for quarters three and four.
Local Environmental	724	Ko te wai he taonga: Water is a treasure - Hibiscus and Bays	This schools project is a series of interactive sessions that will engage students, teachers and whanau in understanding the importance of water, the water cycle, water pollution and water conservation/restoration. At the end of the educational sessions there will be an action component decided on and undertaken by all participating students.	Community: Environmental Services - Sustainability Initiatives	2023HB2 - Our environment	LDI: Opex	\$ 25,000	In progress	Green	Four schools and early childhood centres completed the Ko Te Wai He Taonga education programme: Kakapo Creek Children's Garden, St Johns School, Taiaotea Kindergarten, and Glamorgan Kindergarten. The programme included four interactive sessions per group, covering the value of water as a taonga, the importance of clean water, local stream life (including a field trip), and water conservation. At the programme's conclusion, students identified actions to improve water health. One school installed drain litter traps, while three early childhood centres received Wai Care kits for ongoing stream testing. Students shared their learnings and actions during celebration events with invited whānau and local board members.

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Local Environmental	572	EcoNeighbourhoods Hibiscus and Bays	Continue delivery of existing EcoNeighbourhoods project from 2021/2022 to 2023/2024. EcoNeighbourhood groups comprise six or more neighbours from different households with the objective of adopting sustainable, low carbon practices and increasing resilience within their homes, lifestyles, and neighbourhoods. Each group decides the sustainable living activities they will undertake, and a project facilitator supports them to act. Examples of group activities that can be supported include sustainable local food production, street orchards, food swapping, rainwater collection, composting, recycling and upcycling, electric vehicle promotion, bike parking projects, tree planting, pest trapping and weed control. Groups receive up to 12 hours of facilitator support and up to \$1,000 worth of incentives, discounts and training.	Community: Environmental Services - Sustainability Initiatives	2023HB2 - Our environment	LDI: Opex	\$ 30,900	In progress	Green	Support for Eco-Neighbourhoods groups continued, with over 500 attendances at various events, including weeding, stream testing, food growing workshops, tool swaps, and native planting. Highlights included eDNA testing by the Hatfield's group and the Gulf Harbour group completing their raised beds and filling them with soil. The Sustainable Ōrewa group is planning a seed swap for December 14. Support for these groups will continue in quarter three.
Customer and Community Services	951	Hibiscus and Bays Arboricultural contracts	The Arboriculture maintenance contracts include tree management and maintenance in parks and on streets, funded from local board budgets.  These contractors also undertake storm damage works although these are funded from regional budgets.	Community: Parks and Community Facilities - Operations	2023HB2 - Our environment	ABS: Opex	\$ 497,081	In progress	Green	Scheduled maintenance and response works: Delivery of the forward works programme has moved into parks as ground conditions allow. Response works are being handled efficiently while allowing for some additional work for new double decker bus routes.  Planting and aftercare: Aftercare continues on the trees planted in 2023 and 2024 trees have received their first visit. The summer watering programme has started and is our largest to date.  Scheduled work completed <input type="checkbox"/> 110.8% Quality Audit Score <input type="checkbox"/> 96.4% Response time Achieved <input type="checkbox"/> 97% Health and safety Audit Score <input type="checkbox"/> 100%
Customer and Community Services	952	Hibiscus and Bays ecological contracts	The Ecological Restoration maintenance contracts include pest plant within ecologically significant areas and animal pest management across all parks and reserves funded from local board budgets.	Community: Parks and Community Facilities - Operations	2023HB2 - Our environment	ABS: Opex	\$ 173,797	In progress	Green	Scheduled activities undertaken during the second quarter included; completion of Pulse 2 of the rat control programme, plus pest plant control through a selection of High Value sites. Maintenance of areas that were planted during the 2023/2024 financial year was undertaken as Unscheduled works. If requests of service are trending normally, with the seasonal increase in reported issues occurring from October, coinciding with warmer weather and wasp activity.

Hibiscus and Bays Local Board Work Programme 2024/2025 Q2 Report

Work Programme Name	ID	Activity Name	Activity Description	Lead Dept/Unit or CCO	LB Plan Outcome	Budget Source	Year 1	Activity Status	RAG Status	Q2 Commentary
Customer and Community Services	950	Hibiscus and Bays Full Facilities contracts	<p>The Full Facilities maintenance contracts include maintenance and repair of all assets across buildings, parks and open spaces, and sports fields, funded from local board budgets.</p> <p>These contractors also undertake coastal management and storm damage works, and upcoming town centre cleaning, street litter bin emptying, and vegetation clearance and berm mowing works, although these are funded from regional budgets.</p> <p>This activity and related budget also includes smaller built system contractors such as pool plant specialists and technical systems contractors.</p>	Community: Parks and Community Facilities - Operations	2023HB3 - Our community	ABS: Opex	\$8,539,280	In progress	Green	<p>This quarter saw an increased amount of vandalism of the reserve toilets, especially over the weekends and school holidays. As a preventative measure, as the toilet pans are broken these are replaced with stainless steel pans.</p> <p>Through time spent out around the local board area, Parks and Community Facilities staff identified a need to carry out edge painting on various concrete steps, ensuring the parks remain accessible and safe for users, especially for users less able to walk.</p> <p>A highlight for the quarter saw work being carried out on ensuring the longevity of the historical buildings Vaughan House and the adjacent gum store. The repairs to the Stanmore Bay flying fox have been completed. The new equipment will mean future works are easier with less down time going forward.</p>
Customer and Community Services	20436	Bushglen Reserve - implement concept plan	Implementation of the approved concept plan developed for Bushglen Reserve. FY18/19 - develop high level designs for approval – complete (HB/2018/120) FY19/20 to FY22/23 - consenting and planning FY23/24 to FY24/25 - physical works	Community: Parks and Community Facilities - Project Delivery	2023HB1 - Our people	LDI - Capex	\$ 127,955	In Progress	Green	Current status: Physical works and professional service procurement for construction completed November 2024. Next steps: Physical works to be commenced January 2025.
Customer and Community Services	43908	Freyberg Park - Demolish old toilet block	Demolish the old toilet block. FY24/25 - Investigation and physical works	Community: Parks and Community Facilities - Project Delivery	2023HB1 - Our people	ABS: Opex	\$ 30,000	In Progress	Green	Current status: Physical works procurement complete. Next steps: Health and safety documentation being collated, physical works to be scheduled for early 2025.
Customer and Community Services	39968	Hibiscus and Bays - Water Feature - renew minor assets	<p>Renew minor assets, including: - pipework, plant, built feature - water feature lining needs renewing, currently leaking/losing water. FY24/25 - investigate, design and physical works</p> <p>Browns Bay village green water lining renewal, currently leaking/losing water Orewa Moana Reserve Water Feature - Install pole and windmeter with controls</p>	Community: Parks and Community Facilities - Project Delivery	2023HB2 - Our environment	ABS: Capex - Local Renewal	\$ 38,133	In Progress	Green	Current status: Moana Reserve - Airborne Water Feature wireless wind vane controller operational and checking. Next steps: Testing of wind vane and calibration at Moana Reserve - Airborne Water Feature.
Customer and Community Services	46538	Browns Bay Water Feature - renew minor asset	<p>Renew minor asset. FY24/25 - investigate, scope and physical works</p> <p>Risk Adjusted Programme (RAP) project</p>	Community: Parks and Community Facilities - Project Delivery	2023HB2 - Our environment	ABS: Capex - Local Renewal	\$ 80,000	In progress	Green	Current status: Scope renewal works have been submitted. Next steps: Phase 1 of renewal physical works will start in early December. Phase 2 will start in late January.





































