



Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 Vehicle Use and Parking Bylaw 2025

(as at 1 July 2025)

**Made by the Board of Auckland Transport and
the Governing Body of Auckland Council**

in resolution 2025June24: Item 17.2 on 24 June 2025 and

in resolution GB/2025/86 on 26 June 2025 respectively

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

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

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 and filming activities (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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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 1 July 2025.

3 Application

This Bylaw applies to land in Auckland controlled or managed 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 s.315 of the [Local Government Act 1974](#).
- See s.45 and 37, [Local Government \(Auckland Council\) Act 2009](#) for more information.

Auckland Council manages and controls:

- roads 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 controlled or managed by Auckland Transport or Auckland Council includes:

- State Highways under the control of the New Zealand Transport Agency Waka Kotahi (NZTA) under s61, [Government Roadway 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.

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 controlled or managed by Auckland Transport; or

- (b) Auckland Council, for land controlled or managed by Auckland Council.

Related information about relevant authority

Legislation allows for certain matters to be delegated to persons acting on behalf of Auckland Transport and Auckland Council. Currently under this Bylaw, for example:

- the Auckland Transport Traffic Control Committee (TCC) and Auckland Council Regulatory and Safety Committee (RSC) are responsible for deciding where roadside parking restrictions apply
- staff are responsible for establishing and administering systems to issue permits for parking and for vehicle use and parking on beaches.

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
- (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.

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
 - (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 a filming activity); 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](#).

Related information about motor vehicles restrictions on unformed legal roads

Decisions to restrict the [use](#) of [motor vehicles](#) on unformed legal roads controlled or managed by Auckland Transport are made in accordance with the [Management of Unformed Legal Roads Policy](#) which defines unformed legal roads as any road:

- (a) originally laid out over Crown land and marked on the ground and record maps
- (b) originally laid out on Crown land under the authority of any Act or Ordinance, on any Crown grant record map, but not marked or laid out on the ground
- (c) not constructed with gravel, metal, seal or permanent surface by Auckland Transport, is not substantially formed or made for the use of the public.

Public users have rights of free passage on unformed legal roads as they do with formed roads. However, Auckland Transport may restrict passage:

- where unformed roads are not traversable due to the condition of the surface (such as mud, wet grass, sand, boulders, water hazards), unsuitable terrain (such as cliffs, ditches) dense vegetation and other natural obstructions
- to protect the environment from potential damage or the public.

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.
- (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** means an area declared by the [relevant authority](#) as a shared zone as defined 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.

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 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.

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 the schemes owned and administered by CCS Disability Action or Sommerville Disability Support Services with the cooperation of local GPs and city and district councils. Click [here](#) (CCS) or [here](#) (Sommerville) 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](#).

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](#), controlled or managed 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:
 - (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.
- (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 GB/2025/86:

- 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
- (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 GB/2025/86). 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 or a filming activity;
 - (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;
 - (iv) defence activities including military training activities carried out by the New Zealand Defence Force;
- (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 and filming

25 Special events and filming

- (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 or a filming activity.
- (2) Without limiting subclause (1), the temporary prohibition or restriction may:
 - (a) apply on [roads](#) within and surrounding the event or filming activity;
 - (b) apply before, during and after the event or filming activity (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 and filming

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

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

Other powers may also be used, for example:

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

Part 7 Resolutions and permits

26 Resolutions made under this Bylaw

- (1) A resolution made under this Bylaw may –
 - (a) apply to some or all [classes](#) of [vehicles](#) or [traffic](#) using a [road](#);
 - (b) apply to some or all [classes](#) of [vehicles](#) or [traffic](#) except for specified classes of vehicles or traffic;
 - (c) apply to all zones, [roads](#), or all or any part of any specified road;
 - (d) apply to [transport stations](#) and [parking places](#) that are on or off [roads](#);
 - (e) apply at all times or at any specified time or period of time;
 - (f) amend, revoke and/or replace any resolution previously made under this Bylaw or a corresponding former bylaw.
- (2) Subclause (1) does not limit any power to make a resolution at the time the resolution is made.
- (3) For the purposes of subclause (1) a [class](#) of [vehicle](#) is any category or type of vehicle specified in the resolution.
- (4) Without limiting subclause (3), a [class](#) of [vehicle](#) may be specified by reference to:
 - (a) its size or nature (for example, its gross vehicle mass or motive power);
 - (b) its [use](#) (for example, the carriage of disabled persons or as a [car share vehicle](#));
 - (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, beach driving permits and film parking 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 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.
- (2) Any existing compliance or enforcement action (including inquiry) by the [relevant authority](#) under the Auckland Transport Traffic Bylaw 2012, the Auckland Council Traffic Bylaw 2015 or the Auckland Council Public Safety and Nuisance Bylaw 2013 (in relation to clause 16 of that bylaw) that was not completed before the date this Bylaw commenced, will continue to be actioned under the relevant bylaw as if it were still in force and as if this Bylaw had not been made.

Related information, Vehicle Use and Parking Bylaw History

Date	Description
01 November 2010	Made legacy bylaws about traffic (Section 61 (for Auckland Transport) ¹ and 63 (for Auckland Council) ^{1,2} of the Local Government (Auckland Transitional Provisions) Act 2010), with effect (commence) on same date.
18 July 2012	Made Auckland Transport Traffic Bylaw 2012 and decided to revoke legacy bylaws (Auckland Transport 18/07/2012: Item10), with effect on 1 August 2012.
25 June 2015	Made Auckland Council Traffic Bylaw 2015 / Te Ture ā-Rohe Waka Haere 2015 and decided to revoke legacy bylaws (GB/2015/63), with effect on 1 August 2015.
28 March 2019	Amended Auckland Council Traffic Bylaw 2015 / Te Ture ā-Rohe Waka Haere 2015 (GB/2019/22), with effect on 1 October 2019.
24 and 26 June 2025	Made the Auckland Transport and Auckland Council Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 Vehicle Use and Parking Bylaw 2025 Amended the Auckland Council and Auckland Transport Te Ture ā-Rohe mo nga Tohu Signs Bylaw 2022 (Auckland Transport 2025June24: Item 17.2 and Auckland Council GB/2025/86).
24 June 2025	Amended the Auckland Transport Activities in the Road Corridor Bylaw 2022 Revoked the Auckland Transport Traffic Bylaw 2012 Revoked clause 6.5 and any specific definition in clause 6.1 that relates to clause 6.5 of the North Shore City Council Bylaw 2000 (Auckland Transport 2025June24: Item 17.2).
26 June 2025	Amended the Auckland Council Te Ture ā-Rohe Marutau ā-Iwi me te Whakapōrearea 2013 Public Safety and Nuisance Bylaw 2013 Revoked the Auckland Council Traffic Bylaw 2015 Te Ture ā-Rohe Waka Haere 2015 (Auckland Council GB/2025/86).

¹ Auckland City Council Traffic Bylaw 2006; Franklin District Council Traffic Control Bylaw 2006; Chapter 13 (Parking and Traffic) of the Manukau City Consolidated Bylaw 2008; Part 6 (Traffic Control) of the North Shore City Council Bylaw 2000; Papakura District Council Parking and Traffic Bylaw 2009; Chapter 25 (Parking and Traffic Control) of the Rodney District Council General Bylaw 1998; Waitakere City Council Use of Roads and Parking Bylaw 2010 (Waitakere City Council Traffic Bylaw 2010).

² Franklin District Council Speed Limits Bylaw 2005; Chapter 16 (Speed Limits) of the Manukau City Consolidated Bylaw 2008; Papakura District Council Speed Limits Bylaw 2009; Chapter 18 (Road Speed Limits) of the Rodney District Council General Bylaw 1998; Waitakere City Council Speed Limits Bylaw 2010; Waikato District Council Speed Limits Bylaw 2005.

Related information about the next bylaw review

This Bylaw has no statutory review date and does not expire.

