



Ture ā-Rohe mō ngā waka ā whenua 2008 (i whakahounga i 2026) | Land Transport Bylaw 2008 (Amended 2026)

Tauākī Tūtohu | Statement of Proposal

Hei rapu whakaaro | For Consultation - 16 March to 19 April 2026

Kupu Whakataki | Introduction

We're reviewing the Land Transport Bylaw 2008 (last updated in 2022) to make it clearer, easier to use, and better suited to managing our roads. This bylaw applies to local roads under Council's control, not State Highways (managed by Waka Kotahi NZ Transport Agency).

Although a review isn't legally required until 2027, we're reviewing early to align with long-term planning and use resources efficiently.

We want your feedback on the draft Land Transport Bylaw 2008 (Amended 2026). Tell us how we can make our roads safer, easier to use, and better for everyone.

Ngā Take mō te Tūtohutanga | Reasons for the Proposal

We're proposing updates to the bylaw to provide clear, practical rules that set expectations for how people use the transport network and outline Council's powers for managing and enforcing these rules. A well-defined bylaw helps keep everyone safe and gives the community transparency about what's acceptable.

Key issues we're addressing:

- Damage to roads and infrastructure from heavy vehicles, stock, and run-off
- Limited flexibility to meet emerging transport needs (e.g., mobility, shared zones)
- Current bylaw is hard to apply in practice
- Customer complaints about transport-related matters, including footpath accessibility.

Te mānuka e kawea ake ana | What we're proposing

The current bylaw can be accessed here: [Land Transport Bylaw 2008 \(Amended 2022\)](#). It is proposed to amend this bylaw to modernise its provisions, improve clarity, and incorporate updates that reflect current legislation and community feedback.

We are proposing changes to improve safety, protect infrastructure, and make the bylaw easier to understand. Here's what's new:

Summary of Key Changes:

The draft Land Transport Bylaw has been updated to make it clearer, easier to use and better aligned with current transport legislation and local conditions. Key changes include:

- **Clearer structure and wording** – to improve readability and reflect the purpose of managing a safe and accessible transport network.
- **Updated and expanded definitions** brought into the bylaw so it can operate independently from the Consolidated Bylaw 2008.
- **Explanatory notes added** to provide context and guidance. They do not form part of the bylaw and can be updated at any time without formality.
- **Objects and hazards on roads** – rules combined and strengthened to keep roads clear and safe, including:
 - No placing objects on roads without Council approval.
 - Prohibiting unsafe activities like repairing vehicles on the road (except where repairs are needed following an accident or breakdown), spilling materials, or discharging stock effluent.
 - Updating rules for rubbish and recycling bins – replacing the previous fixed 48-hour limit with a more practical "reasonable period" test.

- Vehicles parked on roads or public places must be moved if asked by an authorised officer to keep traffic flowing.
- **Vegetation and encroachment controls** – added, requiring adjoining owners to prevent encroachments and enabling the Council to remove unauthorised structures or vegetation at the owner’s cost.
- **Protection of roads and cost recovery** – clearer provisions preventing activities that damage roads and allowing Council to recover repair costs.
- **Heavy vehicle parking rules** – modernised and simplified, with existing requirements incorporated into the main body of the bylaw.
- **Boat launching ramps** – introducing rules for safe use and listing approved locations.
- **Shared pathways** – adding a schedule of shared pathways with clear rules for multi-use.
- **Stock movement** – core permit requirements remain in the bylaw, while detailed operational procedures will now be set through Council guidelines instead of within the bylaw itself.
- **Enforcement powers strengthened** including the ability to seize and impound property used in breaches of the bylaw, consistent with the Local Government Act 2002.
- **Schedules updated** to remove references to revoked bylaws and outdated content.

What’s not included and why:

The draft bylaw does not include rules for cruising, engine braking, or detailed load measurement. Although these provisions are allowed under the Land Transport Act 1998, Council has chosen not to include them because these matters are not noted as a priority at this time, but the bylaw framework allows Council to add them later if needed.

Council has also not included a schedule for timed parking enforcement at this stage. However, any time limits shown on official signage remain enforceable under the bylaw.

Some activities, such as property numbering, advertising displays, and pedlars, are already covered by Council’s Community Safety Bylaw, so they are not repeated here.

Schedules for turning restrictions and traffic prohibitions are intentionally left empty. This means no specific restrictions are proposed at this stage, but the framework is in place so Council can add them in the future if needed.

Overall:

These changes aim to make the bylaw clearer, more practical, and better suited to managing the local roading network.

As part of this statutory review, Council considered a range of options for the future of the Land Transport Bylaw. The purpose of this review is to ensure the bylaw remains effective, up to date, and aligned with current legislative requirements, community expectations, and transport needs across the district.

Following assessment of the available options, Council’s preferred approach is to adopt the draft Land Transport Bylaw 2008 (Amended 2026) as proposed. This option best provides a clear and modern regulatory framework that supports safety, protects infrastructure, and allows for consistent and fair management of transport activities. The alternative options considered are also outlined below.

Option 1: Adopt the draft Land Transport Bylaw 2008 (Amended 2026) as proposed to the community

This is Council’s preferred option

This option means Council would adopt the draft bylaw as proposed following community consultation. This review represents a full statutory review and amendment of the existing Land Transport Bylaw, rather than the creation of a new bylaw. Because the bylaw is being amended rather than replaced, the statutory review period remains at 10 years in accordance with the Local Government Act 2002.

The draft bylaw provides clear rules for managing land transport activities, sets expectations for safe and responsible use of the transport network, and gives Council and enforcement agencies the tools needed to address issues consistently. Adopting the bylaw ensures the framework is in place to protect roads and infrastructure, respond to emerging transport needs, and maintain safety across the district.

Advantages +	Disadvantages -
Provides clear and updated rules for managing land transport activities and supports safety and efficiency across the district’s roading network.	Some community members may prefer alternative approaches or fewer restrictions.
Clauses have been amended to reflect community concerns, protect Council’s assets and enforcement needs.	Does not immediately address all potential transport issues (e.g., timed parking schedules), which may need future amendments.
Aligns with Council’s transport strategies and infrastructure plans.	
Gives Council the tools to address issues consistently and fairly.	
Creates transparency for the community about acceptable behaviours and activities.	
Establishes a flexible framework that can be updated as transport needs change.	

Ētahi atu kōwhiringa me whakaaro ake | Other options we could consider

Option 2: Status Quo – Keep the existing Land Transport Bylaw as is without any amendments

This option means Council would retain the current bylaw in its existing form and make no changes. The current bylaw would continue to apply as it is today, without updates to address identified issues or emerging transport needs.

Advantages +	Disadvantages -
The existing Land Transport Bylaw is already in place and some may be familiar with the current provisions.	The existing Bylaw does not reflect the proposed updates made to reflect legislation and current issues.
Avoids potential concerns about new/revised rules.	Missed opportunity to clarify and modernise rules for consistency and transparency.
	May lead to ongoing customer complaints and enforcement difficulties.

Option 3: Adopt the draft Land Transport Bylaw 2008 (Amended 2026) with further amendments.

Note that further community consultation may be required if the changes are significant.

Advantages +	Disadvantages -
The draft Land Transport Bylaw 2008 (Amended 2026) can be updated as proposed with further amendments following formal consultation.	Potential for delayed implementation of the bylaw.
	Significant changes may require further consultation which would involve further cost and resources.

Option 4: Revoke the current Land Transport Bylaw and do not adopt the draft Land Transport Bylaw 2008 (Amended 2026) as proposed to the community

This option means Council would remove the current bylaw the draft bylaw would not be updated. There would be no bylaw in place, and Council would rely solely on national legislation and other regulatory tools to manage transport-related issues.

Advantages +	Disadvantages -
Removes the need for ongoing maintenance and review of a local bylaw.	Loss of a key tool for addressing local transport issues and enforcing rules specific to the district.
Reduces administrative and enforcement costs associated with managing a bylaw.	May result in more complaints and less clarity for the community about acceptable behaviours.
May simplify regulatory framework by relying on national legislation only.	May lead to increased damage to roads and infrastructure and ongoing safety risks.
	Reduces Council's ability to respond to nuisances, safety risks, and infrastructure damage on local roads.
	Limits Council's ability to recover costs for damage.

Ngā Whakaarotanga ā-Ture | Legal Considerations

The Local Government Act 2002 (LGA) empowers Council to make bylaws on a diverse range of subjects. Section 22AB of the Land Transport Act 1998 authorises road controlling authorities, (including councils), to make bylaws relating to a range of road related matters.

These powers enable Council to adopt a Land Transport Bylaw that addresses local transport and safety issues, complements national legislation, and provides enforceable rules tailored to the district's needs.

The LGA prescribes a procedure for making and reviewing bylaws. Under section 155 of the LGA, the Council must determine whether a bylaw:

- is the most appropriate way of addressing the perceived problem;
- is the most appropriate form of the bylaw; and
- gives rise to any implications under the New Zealand Bill of Rights Act 1990.

These considerations are addressed below:

Is a bylaw the appropriate means of addressing the perceived problem?

A bylaw is the most appropriate way of addressing the perceived problems related to safety of residents and visitors. The draft Land Transport Bylaw 2008 (Amended 2026) provides clear and

concise expectations for behaviours when engaging with land transport, as well as the powers that Council hold in regards to controlling land transport rules and enforcement.

A clearly defined bylaw provides Council with the necessary tools to address safety concerns consistently and fairly.

By establishing legally binding rules and providing a framework for enforcement, the draft bylaw ensures that safety standards are consistently maintained and respected across the community. It also allows for flexible, tailored solutions to address local safety concerns, while balancing individual freedoms with the collective good.

Relying solely on national legislation or voluntary compliance would not adequately address these issues. National rules do not provide the flexibility to manage specific local conditions, and voluntary compliance lacks enforceability and would not ensure consistent standards across the district.

Therefore, a bylaw is considered the most appropriate mechanism to provide enforceable local controls tailored to the district's needs. It allows Council to set clear, legally binding rules, respond to operational requirements and local concerns, and maintain the safety, accessibility, and amenity of the transport network.

Is the draft bylaw the most appropriate form of bylaw?

The draft Land Transport Bylaw 2008 (Amended 2026) is the most appropriate form of bylaw for the following reasons, as it:

- Complies with relevant statutory requirements;
- Is organised for ease of use, with defined terms, schedules, and explanatory notes;
- Includes provisions for enforcement, penalties, and delegated authority to support effective implementation;
- Provides for reasonable exemptions to accommodate emergency services and essential activities.

Is the draft bylaw consistent with the New Zealand Bill of Rights Act 1990?

The draft Land Transport Bylaw 2008 (Amended 2026) has been assessed against the New Zealand Bill of Rights Act 1990. While the Bylaw imposes some restrictions on certain activities (such as parking, stock movement, use of boat launching ramps etc.), these limitations are considered reasonable and justified in a free and democratic society. They are necessary to protect public safety, maintain access, and manage Council's roading assets.

The draft Bylaw does not prohibit freedom of movement or expression beyond what is required to achieve its purpose. Any enforcement powers, including seizure and impounding, are proportionate and subject to statutory safeguards.

Therefore, it is considered that the draft Land Transport Bylaw 2008 (Amended 2026) is consistent with the New Zealand Bill of Rights Act 1990.

Ētahi atu mōhiohio | More information

For more information about this proposal, and to see what else we are seeking feedback on go to mpdc.nz/letstalk

Me pēhea te tuku urupare | How to give your feedback

As part of the consultation process, we encourage everyone in the community to share their views. Feedback may be submitted in writing, and those who wish to speak to Elected Members will be offered a scheduled time to present their views, either in person or online. We also offer New Zealand Sign Language (NZSL) and other forms of support to make sure people can take part in a way that suits their needs. All submissions will be considered with an open mind before Councillors make their final decision.

Want to speak to Council?

Anyone making a submission may also request the opportunity to speak to Council. Submitters can indicate this preference when providing their feedback. A meeting for submitters who wish to be heard will be held on 12/13 May 2026. Council staff will contact those who have requested to speak to confirm a time and provide details about the hearing process. Both in-person and online options will be available to support participation.

There are a number of ways you can provide feedback:

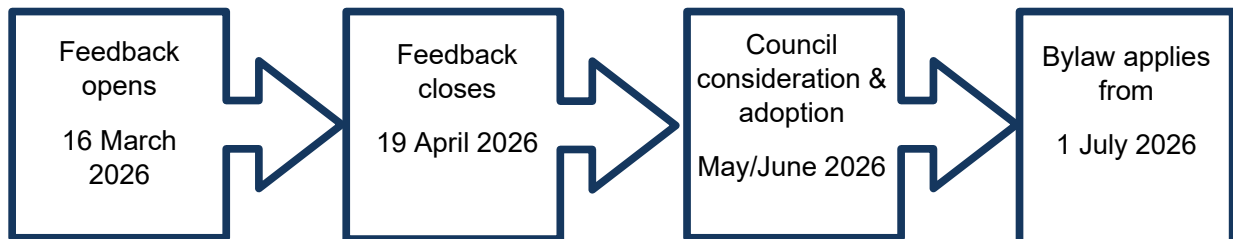
 **Online:** Go to mpdc.nz/letstalk to fill out the online form.

 **Mail to:** Matamata-Piako District Council, PO Box 266, Te Aroha 3342

 **Email:** info@mpdc.govt.nz

 **In person:** You can drop your feedback form into any of our Council offices or libraries.

Ngā Rā Matua | Key dates



Puka whakahoki kōrero | Feedback form – Draft Land Transport Bylaw 2008 (Amended 2026)

Name/Organisation: _____

For individuals please simply write name/names, for organisations please write the full organisation name

Email: _____ **Phone:** _____

Address: _____

Town: Matamata Morrinsville Te Aroha Other: _____

Age: Under 18 18–24 25–34 35–44 45–64 65–74 75+

Would you like to speak to the Mayor and Councillors about your feedback?

If you would like to speak to your submission, Council will contact you after consultation closes to confirm the hearing date (expected 12/13 May 2026) and schedule a speaking time. In-person and online options will be available and accessibility support can be arranged if needed.

Yes, I would like to speak to my submission

No, I do not wish to speak to my submission

Privacy statement: Please be aware that feedback made to Council is public information. Feedback will be used and reproduced for purposes such as reports to Elected Members, which are made available to the public. Submitters will be able to access a summary of submissions and deliberations to understand how feedback has been considered and how decisions were reached.

Note that individual submissions will be made publicly available in full (including your name and any organisation you represent), unless you request confidentiality and this may be able to be accommodated under the Local Government Official Information and Meetings Act 1987.

For more information about how we collect, use, and protect personal information, please see MPDC's Privacy Policy on our website:

www.mpdc.govt.nz/contact-us/privacy-policy

Draft Land Transport Bylaw 2008 (Amended 2026):

Which of these options do you support?

Option 1: Adopt the draft Land Transport Bylaw 2008 (Amended 2026) as proposed to the community (this is Council's preferred option)

The Bylaw would be adopted as proposed to reflect current issues.

Option 2: Status Quo: Keep the existing Land Transport Bylaw

Keep the current Land Transport Bylaw 2008 (Amended 2022) as is without any amendments.

Option 3: Adopt the draft Land Transport Bylaw 2008 (Amended 2026) with further amendments.

Adopt the Bylaw as proposed to the community with further changes suggested by submitters.

- Option 4: Revoke the existing Land Transport Bylaw and do not adopt the draft Land Transport Bylaw 2008 (Amended 2026)**
 - Revoke the existing Land Transport Bylaw and do not adopt the draft Land Transport Bylaw 2008 (Amended 2026) as proposed to the community.

- Option 5: Other**

You may like to suggest a different option. Tell us what you think would work best.

Additional Comments to support the option chosen above:

Is there anything else you would like us to consider as part of this Bylaw review?

Please provide any further comments below

Please provide your feedback by 19 April 2026