

# Vehicles on Beaches Project - Accompanying Report

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## Introduction

Protection for our coastal species/wildlife from vehicles driving on beaches (including the dunes) varies drastically throughout Aotearoa New Zealand and can be different from district to district. You may cross an arbitrary coastal council boundary, and all protection can completely drop, even though it's the same coastline and the same environment. Flora, fauna and important coastal features and processes do not distinguish where council boundaries stop and begin, and there are inconsistencies nationwide.

Many of Forest & Bird's 45 volunteer-led branches across the country have been fighting and advocating for better coastal protection for biodiversity and habitats for over a decade, particularly around vehicles on beaches. They have been doing so with local newspaper articles, advocacy and education initiatives, submitting on local/regional regulations and bylaws, coastal restoration and protection, and even policing the beaches themselves.

It is apparent that information on beach regulation across the country is hard to access and to collate.

## Responsibilities and National Regulation

The jurisdiction of who has control and/or enforcement over beaches, specifically vehicles on beaches, is not a clearly defined and it is difficult to distinguish who hold responsibility. It is unsurprising that the general public are often referred between different agencies.

City, District and Unitary jurisdiction of beaches is from the Mean High Water Springs (MHWS), often called the high tide mark, and above (landward side). Regional councils have jurisdiction below the MHWS and out to the 12 nautical mile limit.

The Department of Conservation (DOC) cover the whole coastal area when it comes to protection and preservation of our unique species, environment and heritage. They also are responsible for

carrying out functions under the Resource Management Act 1991 (RMA) such as preparing and reviewing the New Zealand Coastal Policy Statement (NZCPS), approving regional coastal plans and any changes to them, monitoring the effect and implementation of the NZCPS, exercising powers of a regional council in the coastal marine area of specific offshore islands and exercising powers of intervention (if required).

The New Zealand Police cover the whole coastal area in regards to crime prevention and traffic control.

### **New Zealand Coastal Policy Statement (NZCPS)**

The NZCPS is the only compulsory National Policy Statement (NPS) under the RMA, with the lead agency responsible for it being DOC with support from Ministry for the Environment (MfE). The NZCPS guides local authorities in their day-to-day management of the coastal environment.

Policy 20 of the NZCPS controls the use of vehicles (excluding emergency services vehicles), on beaches, foreshore, seabed, and adjacent public land, for the purpose of preventing damage of geological processes, ecological systems and indigenous flora and fauna.

This can affect Regional Policy Statements (the responsibility of regional authorities), but not bylaws, which are under different regimes.

### **Local Government Act 2002 (LGA)**

Currently, the LGA by-law-making powers (section 145) do not allow for the protection of the environment or indigenous biodiversity. The purpose of these powers is to enable territorial authorities to create bylaws for the protection of the public from nuisance, protection, promotion and maintenance of public health and safety, and to minimise the potential for offensive behaviour in public places.

Sections 146 and 147 also contains specific bylaw-making powers of territorial authorities (a city or district council named in Part 2 of Schedule 2 of the Act), however none of these relate to protection of flora, fauna or the environment. It could be argued that 146(b) could be used for the protection of dunes, given they are above the MHWS: 'Managing, regulating against, or protecting from, damage, misuse, or loss, or for preventing the use of, the land, structures, or infrastructure associated with 1 or more of the following: ... (vi) reserves, recreation grounds, or other land under the control of the territorial authority. 'Other land under the control of the territorial authority'.

### **Land Transport Act 1998 (LTA)**

The LTA defines a beach as a road and therefore all relevant traffic rules and regulations apply to any vehicles on beaches (speed limits, wearing of a seatbelt, alcohol limits etc).

A 'vehicle' by definition in the LTA means a contrivance equipped with wheels, tracks, or revolving runners on which it moves or is moved. The definition in the Act states some inclusions and exclusions, which can be read [here](#).

LTA 22AB(1) states that:

Road controlling authorities may make certain bylaws that it thinks fit for 1 or more of the following purposes:

...

(f) prohibiting or restricting the use of vehicles on beaches.

(g) restricting the use of motor vehicles on unformed legal roads for the purposes of protecting the environment, the road and adjoining land, and the safety of road users.

...

(zk) regulating any road-related matters not addressed by paragraphs (a) to (zj), including (but not limited to) enhancing or promoting road safety or providing protection for the environment.

The above provisions mean that although councils cannot make bylaws under the RMA for protection of the environment in relation to vehicles/roads, they can under the LTA as 'road controlling authorities' (for local roads, state highways are controlled by The Land Transport Authority Waka Kotahi).

### **National Policy Statement of Indigenous Biodiversity (NPSIB)**

The NPSIB contains a section about 'specified highly mobile fauna' (3.20). This section requires every regional council to record areas outside Significant Natural Areas (SNAs) that are highly mobile fauna areas – this could include beaches. If it will help manage adverse effects on specified highly mobile fauna, regional councils must include in their regional policy statements (where practicable) a map and description of each highly mobile fauna area in the region, and local authorities must include objectives, policies, or methods in their policy statements and plans for managing the adverse effects of new subdivision, use, and development on highly mobile fauna areas, in order to maintain viable populations of specified highly mobile fauna across their natural range.

Appendix two of the NPSIB lists the species defined as 'specified highly mobile fauna', and the list contains several coastal birds such as banded, northern & southern dotterel; black fronted tern & white fronted tern; southern pied & variable oystercatcher; Caspian tern; black & red billed gull; eastern bar tailed godwit; pied shag; fairy tern; and shore plover.

As well as these requirements, local authorities must also provide information to their communities about highly mobile fauna, their habitats and best practice techniques for managing adverse effects on these species and their habitats in their regions and districts.

### **Wildlife Act 1953 (WA)**

Section 63(1) and 70G(1) of the WA states that no person may, without lawful authority, hunt or kill any absolutely protected or partially protected wildlife or rob, disturb, or destroy, or have in his or her possession the nest of any absolutely protected or partially protected wildlife.

Most coastal birds and all marine mammals fall under the 'absolutely protected' category, therefore any killing of them or disturbance/destruction of their nests (in the case of birds) is an offence under the Act and the person is liable on conviction to the penalty set out in the Act.

### **Marine Mammals Protection Regulations 1992 (MMPR)**

The Marine Mammals Protection Regulations also have provisions which are able to be used to protect coastal species from vehicles. Section 27A states that an infringement can be issued to anyone who uses any vehicle, vessel, aircraft, or hovercraft to herd or harass any marine mammal.

A marine mammal under the act includes all species of seal (*Pinnipedia*), which comprises mainland coastal species such as kekeno/NZ fur seal, pakake/NZ sea lion, ihupuku/ihu koropuka/southern

elephant seal and rāpoka/leopard seals, which can be found on beaches across the country, especially in the South Island.

## Background

Coastal wildlife, vegetation and natural features such as dunes are incredibly important to our country's identity, culture, biodiversity, hazard protection and recreation. Disturbance of coastal biodiversity, in particular coastal birds, is on the rise<sup>1</sup>.

Adverse effects of disturbance to birds include changes in distribution (e.g. short-term movement or displacement), behaviour (e.g. flight response or increased vigilance), demography (e.g. reduced fecundity/survival) and changes in population size<sup>2</sup>. Life a

Sand dunes provide an important habitat to many insects, birds, and lizards. They're also refuges and nursing areas for pakake/NZ sea lions. Not only this, but they are instrumental in protection of land, people and housing from flooding and erosion. The two most important features of sand dunes are their height, which provides protection from flooding and storm events, and the sand-binding vegetation that helps prevent erosion. These features are jeopardised when driven over by vehicles, as a vehicle's weight and tyres destroy vegetation and compact dunes. This promotes erosion, which decreases their height and alters their form. The overall stability of a dune system can also be compromised from the degradation of vegetation which results in an unstable dune system, thus promoting erosion and providing a higher vulnerability to coastal hazards. After an initial disruption of the dunes, winds drive erosion processes such as blowouts. This generates more gaps in vegetation and therefore less coastal protection. Increased storminess associated with climate change will impact the overall protection of vegetation and dunes. Anthropogenic disturbances on the vegetation will further degrade their ability to support coastal environments<sup>3</sup> and adapt to future stressors.

Tuatua, among other invertebrate (particularly shellfish) species, are filter feeders that live below the sand of the intertidal zone on a beach. They play a key role in the food chain as they support species like birds and fish and contribute to nutrient recycling on beaches. Many beaches still allow vehicles to drive on the intertidal zone which crushes shellfish species when driven over. Tuatua along with other shellfish are culturally significant to Māori as traditional sources of kaimoana<sup>4</sup>.

There can be direct collisions between vehicles and wildlife, particularly coastal birds such as kororā/little blue penguins (at risk–declining) and marine mammals such as pakake/NZ sea lions (nationally vulnerable)<sup>5</sup>. Vehicles driving on beaches can also cause birds, such as tōrea-pango/variable oyster catchers (recovering) and tūturiwhatu/Northern dotterels (recovering), to abandon their nests, or the vehicle can directly destroy their nests and crushes their eggs<sup>6</sup>.

There are not only environmental effects from vehicles driving on beaches, but social effects as well. Previous studies have found that vehicle use can be detrimental to both the enjoyment and safety of all beach users. People who treated the beach as a place to explicitly four-wheel drive for enjoyment drove much faster than other people who drove on beaches (such as those using the beach to launch

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<sup>1</sup> Schlacher, Neilson et al. (2013); Weston et al. (2012); Lord et al. (1997); Lord et al. (2001); Woodley (2012).

<sup>2</sup> Gill (2007) Approaches to measuring the effects of human disturbance on birds

<sup>3</sup> Kirk, B; Snell, C; Middleton, G; Millett, M; Wilson, S (2020) The Impact of Vehicles on Northern Pegasus Bay Beaches

<sup>4</sup> Kirk, B; Snell, C; Middleton, G; Millett, M; Wilson, S (2020) The Impact of Vehicles on Northern Pegasus Bay Beaches

<sup>5</sup> Penguin thought killed by car at beach <https://www.odt.co.nz/news/dunedin/crime/penguin-thought-killed-car-beach>

<sup>6</sup> Nests abandoned after quad bikers rip up protected beach <https://www.stuff.co.nz/environment/127463659/nests-abandoned-after-quad-bikers-rip-up-protected-beach>

boats or access homes). This disrupted over 70% of the area the vehicles drove on. Studies overseas have found that the majority of people prefer vehicles to be banned from beaches due to the safety of other beach users as well as environmental concerns<sup>7</sup>. Surf Life Saving New Zealand recorded 228 incidents involving vehicles on beaches from 2018 to mid-2023, over a dozen of these resulting in fatalities<sup>8</sup>.

Driving on beaches is deeply ingrained in New Zealand culture. It is normalised to go for a drive down the beach in your car, motorbike or ATV (all-terrain vehicle), and has formed part of many Kiwis' childhood. But just because something has always been done, doesn't mean it always should be. As more information and science comes to light, it shows the damage that activities like this can cause.

There is significant ecological and environmental damage caused by vehicles accessing beaches around the country. Local examples of significant damage being caused are already documented and well publicised. Regulatory action by councils to address the risks is mixed. There is research and evidence about the risks and impact, but this needs to be reviewed and confirmed that it provides sufficient insight to inform policy and practice, and is often from overseas.

The challenge of controlling vehicles on beaches is complicated by access to mahinga kai for mana whenua. Some areas where cultural harvest of kai moana can be difficult or lengthy to access by foot, especially if the harvester needs to carry equipment to harvest, and then bring their harvest back to the beach access point.

Dogs on beaches is a separate biodiversity and wildlife protection issue, however, having vehicle access to and along a beach can mean that dogs are able to access more remote parts of a beach with higher biodiversity, where they would not normally be able to access by foot.

Every year, especially over spring and summer, there is an increase in both public and media interest. There are several regional stories published in newspapers and online sources, as well as national media attention.

There is currently no resource or tool available that clearly articulates coastal protection across the country, or an easy method to compare the similarities and differences. Therefore Forest & Bird has created a map/infographic with supporting information to serve as a valuable lobbying tool for Forest & Bird branches, other conservation groups and members of the public to progress environmentally protective outcomes for coastal species in their districts.

## Method

Forest & Bird sent a LGOIMA (Local Government Official Information and Meetings Act 1987) request to every council across the country (city, district and unitary councils) in September 2023, asking them the following questions:

1. Do you have any rules, regulations or bylaws restricting or prohibiting the use of vehicles on beaches in your territory? If yes, please provide a web link to this document/information.
  - Scored from zero to four: No regulations (0), regulated minimally and missing plenty (1), regulated adequately but with room for improvement (2), regulated well but not perfect (3), or full comprehensive regulation (4).

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<sup>7</sup> Kirk, B; Snell, C; Middleton, G; Millett, M; Wilson, S (2020) The Impact of Vehicles on Northern Pegasus Bay Beaches

<sup>8</sup> OIA request from The Royal Forest and Bird Society of New Zealand Inc. to Surf Life Saving New Zealand (2023)

2. Do you have any public information and/or guidance on your council website in regards to vehicles on beaches? If yes, please provide a web link to this information
  - Scored from zero to four: No information/guidance on the website (0), contained only within a bylaw on their website (1), a webpage for vehicles on beaches with some information, but no mention of biodiversity (2), a webpage for vehicles on beaches with some information, which mentions biodiversity (3), or a dedicated webpage for vehicles on beaches with exceptional information, detailed, easy to understand/interpret.
3. If you do have rules, regulations or a bylaw restricting or prohibiting the use of vehicles on beaches in your territory: Do you attribute any funding/resource to it? Do you have any staff whose job (or part of their job) is to enforce the regulations?
  - Scored from zero to two: Nothing (0), resourced by non-specific to vehicles on beaches (1), allocated and/or specific resource for vehicles on beaches (2).

We also asked councils if they have undertaken any enforcement action (notices, fines), if they intend to address the issue of vehicles on beaches if they have no current regulation, and how many public complaints they have received in the past five years concerning vehicles on beaches. These latter questions did not form part of the analysis for the council grading.

Analysis of the LGOIMA results took place from October to November 2023.

The information gathering and analysis is purely of local authority regulation only and does not include any beaches under Department of Conservation jurisdiction (National Parks). It also did not look at beach by beach scale, i.e. if a beach was even accessible/driveable or not (no entry points/cliffs/gravel or stone beach and so on).

An Official Information Request was also sent to the NZ Police, asking for ‘the number/amount and types/classifications of incidents on beaches involving vehicles in which NZ Police have responded to, in New Zealand. Broken down by year, for the past five years’.

Unfortunately, the request was refused under section 18(g) of the Official Information Act due to the information not being held. The NZ Police explained that in their ‘Communication and Resource Deployment (CARD)’ system, there is no structured field to identify the type of location the person is calling about. There is “Common Place Name”, and this is entered as free text (such as the name of a park or business name). As there are many ways a beach or coastal location could be described, and in some instances, it would be described only by its name (e.g. Cathedral Cove), it would be impossible to identify all beaches. Police does not hold a list of beaches in New Zealand.

## Analysis

The regulations varied dramatically throughout the country and included:

- No regulation/rules (complete reliance on the NZ Police and DOC to enforce the weak national legislation);
- Speed limits on beaches (usually 30km per hour);
- Prohibition from driving on dunes and/or above high tide line;
- Beaches closed to vehicles over the summer/nesting period;
- Some beaches where vehicles are prohibited, some where they are allowed;
- Parts of beaches where vehicles are prohibited (e.g. river mouths/estuaries);

- Provision to prohibit or restrict vehicles from certain beaches if monitoring shows effects in future, and/or by Council resolution;
- Full prohibition to vehicles.

It is important to note that the beaches with full, seasonal or part prohibition still have provision for emergency services, accessing property and for launching/retrieving of boats (but they must take a direct route to do so).

Some regulations are hard to find and are effectively buried in other bylaws, such as traffic control bylaws or parks and reserves bylaws. Some are in their own 'vehicles on beaches' bylaws and much easier to find.

The councils who received the higher scores (7-12, putting them in the category of 'protected' or 'good protection') either had full prohibition across all beaches in their jurisdiction, full prohibition on some/most beaches, or very tight regulations (such as a reduced speed limit, driving only between the high tide mark and water line, no driving in dunes etc).

There were not many councils who had a specific 'vehicles on beaches' web page. As a general member of the public, it is hard to find what the rules for a specific region or beach are without diving into regulatory paperwork, and a general web search will not return this information.

The councils which received the best scores for their public information had a webpage which either stated or showed (via a static map or interactive map) which beaches are or aren't accessible in a vehicle. They also had information which mentioned why that beach or beaches are protected i.e. to protect nesting birds, to retain the effectiveness of sand dunes, for public health and safety and so on.

It is very rare for any council to have dedicated resource to enforce their vehicles on beaches bylaws. Generally, all councils either had no enforcement or relied on the NZ Police, or had compliance officers which enforce all their bylaws (and weren't dedicated to monitoring vehicles on beaches). The only council who received a full score in this category has a dedicated partnership programme with the DOC to improve compliance with their bylaw. A key part of this programme is addressing unauthorised vehicle use on beaches with the council and DOC specifically funding rangers to provide twice-daily patrols of reserves and beaches between November and April each year. These rangers provide visitors in these spaces with bylaw information and will issue warnings to any vehicle owners found committing offences.

Enforcement of bylaws by councils is an issue across the country, not just with vehicles on beaches. Enforcement and compliance are often under resourced and/or the council lacks the appetite to fine or prosecute offenders due to negative criticism and/or publicity.

The scores of each council for each question are included in [Appendix one](#).

The completed infographic, illustrating the scores of each council, along with special species and features found in those areas (but not always exclusively in those areas), is included in [Appendix two](#).

## Conclusion and Recommendations

As already mentioned, regulation and rules vary wildly across the country, even where councils share a boundary and the environment is similar or the same.



Beach responsibility is relatively grey, with a line across the beach as to where local and regional territories take over, DOC responsible for wildlife aspects and the NZ Police responsible for criminal aspects. The general public can often find themselves bounced between the different organisations with no real answer or resolution.

There is also a lack of council resource when it comes to beach bylaw compliance and enforcement. Where there is resource, it is generally shared across all council regulations, meaning that any specific vehicles on beaches regulations are often not enforced. This results in bylaws that lack teeth and are often ignored.

It is Forest & Bird’s intention that this research and analysis will be used by members of the public and environmental/conservation groups to either ask their council to create bylaws, or to review existing bylaws, for better coastal protection of biodiversity and natural features. Councils can also use this information to compare themselves to their neighbours and update and improve current protections.

Forest & Bird recommend that councils:

1. Work together to improve coastal protections for vulnerable species from vehicles on beaches. An arbitrary council boundary line should not result in stark differences in beach/coastal protections, and neighbouring councils should both be protecting their coasts consistently.
2. Use the Land Transport Act (specifically 22AB(1)(f)&(g)) to restrict the use of motor vehicles on unformed legal roads (beaches) for the purpose of protecting the environment, instead of relying on provisions in the LGA which does not allow bylaw creation for environmental reasons.
3. Put more resource (dedicated staff and budget) into compliance and enforcement of regulations.
4. Provide better information to the public about driving on beaches, such as dedicated webpages on council websites and clear and adequate signage at beach entry points.
5. Prioritise implementation of the NPSIB to provide information to their communities about highly mobile fauna and their habitats, as well as techniques for managing adverse effects on any highly mobile fauna and their habitats in their regions and districts.
6. Improve cooperation across and between councils, the Department of Conservation and the NZ Police to enforce local regulation (bylaws) and national legislation (LTA, MMPR).

## Glossary

DOC	Department of Conservation
LGA	Local Government Act (2002)
LGOIMA	Local Government Official Information and Meetings Act (1987)
LTA	Land Transport Act (1998)
MfE	Ministry for the Environment
MHWS	Mean High Water Springs (high tide mark)
MMPR	Marine Mammal Protection Regulations (1992)
NPSIB	National Policy Statement for Indigenous Biodiversity (2023)
NZCPS	New Zealand Coastal Policy Statement (2010)
RMA	Resource Management Act (1991)
WA	Wildlife Act (1953)



## Appendix One – Scoring spreadsheet from LGOIMA analysis

### Q1:

Do you have any rules, regulations or bylaws restricting or prohibiting the use of vehicles on beaches in your territory?

### Q2:

Do you have any public information and/or guidance on your council website in regards to vehicles on beaches? If yes, please provide a web link to this information

### Q3:

a) If you do have rules, regulations or a bylaw restricting or prohibiting the use of vehicles on beaches in your territory: Do you attribute any funding/resource to it?

b) Do you have any staff whose job (or part of their job) is to enforce the regulations?

11 to 12	Protected	****	Scoring matrix Q1		Scoring matrix Q2		Scoring matrix Q3a&b	
7 to 10	Good protection	***	0	Nothing	0	Nothing	0	Nothing
3 to 6	Some protection	**	1	Minimum, missing plenty	1	In a bylaw on their website	1	Resourced but non-specific to VoB
1 to 2	Little protection	*	2	Adequate, but room for improvement	2	Some information, no biodiversity	2	Allocated & specific resource to VoB
0	No protection	0	3	Good controls but not perfect	3	Mentions biodiversity		
			4	Full controls/prohibition - comprehensive	4	Exceptional - Detailed, easy to understand etc		

Council Name	Q1	Q2	Q3a	Q3b	TOTAL
Ashburton District Council	1	0	0	0	1
Auckland Council	3	3	1	1	8
Buller District Council	0	0	0	0	0
Carterton District Council	0	0	0	0	0
Central Hawke's Bay District Council	1	1	1	1	4
Chatham Islands Council	1	1	1	1	4
Christchurch City Council	0	3	1	1	5
Clutha District Council	1	3	1	1	6
Dunedin City Council	4	4	2	2	12
Far North District Council	1	2	1	1	5
Gisborne District Council	0	0	0	0	0
Grey District Council	0	0	0	0	0
Hastings District Council	1	3	1	0	5
Hauraki District Council	1	1	1	1	4
Horowhenua District Council	0	0	0	0	0
Hurunui District Council	2	3	2	1	8
Hutt City Council	4	1	1	1	7
Invercargill City Council	2	3	1	1	7
Kaikōura District Council	0	0	0	0	0
Kaipara District Council	0	0	0	0	0
Kapiti Coast District Council	3	4	1	1	9
Manawatu District Council	1	0	1	1	3
Marlborough District Council	3	3	1	1	8
Masterton District Council	0	0	0	1	1
Napier City Council	0	0	1	1	2
Nelson City Council	3	2	1	1	7
New Plymouth District Council	0	0	1	1	2
Opotiki District Council	3	2	1	1	7

Otorohanga District Council	1	0	0	0	1
Porirua City Council	1	2	1	1	5
Rangitikei District Council	3	1	0	1	5
Selwyn District Council	0	0	0	0	0
South Taranaki District Council	1	0	0	0	1
South Wairarapa District Council	0	0	0	0	0
Southland District Council	0	0	0	0	0
Tararua District Council	3	0	1	1	5
Tasman District Council	1	1	1	1	4
Tauranga City Council	4	2	1	1	8
Thames-Coromandel District Council	1	2	1	1	5
Timaru District Council	1	1	1	1	4
Waikato District Council	2	2	0	0	4
Waimakariri District Council	3	4	1	1	9
Waimate District Council	0	0	0	0	0
Wairoa District Council	0	0	0	0	0
Waitaki District Council	0	0	0	0	0
Waitomo District Council	1	0	0	1	2
Wellington City Council	4	1	1	1	7
Western Bay of Plenty District Council	4	2	0	1	7
Westland District Council	0	0	0	0	0
Whakatāne District Council	4	4	1	1	10
Whanganui District Council	1	1	0	0	2
Whangarei District Council	1	3	1	1	6

## Appendix Two – Forest & Bird Vehicles on Beaches Infographic



### Driving out our coastal wildlife

How well does your council protect biodiversity?

Forest & Bird has rated each coastal council on the regulations and resources they have in place to protect vulnerable species from vehicles driving on beaches in their area.

The plants and animals shown are just some of many needing protection on our coasts.



#### Coastal Council areas rated

NO PROTECTION	LITTLE PROTECTION	SOME PROTECTION	GOOD PROTECTION	PROTECTED
Kaipara Wairoa Gisborne Horowhenua Carterton South Wairarapa Buller Grey Westland Kaikōura Selwyn Waitaki Waimate Southland (includes Rakiura Stewart Island)	Ōtorohanga Waitomo Napier City New Plymouth South Taranaki Whanganui Masterton Ashburton	Far North Whangarei Hauraki Thames-Coromandel Waikato Central Hawke's Bay Hastings Manawatū Rangitikei Tararua Porirua City Tasman Timaru Clutha Chatham Islands Christchurch City	Auckland Ōpōtiki Western Bay of Plenty Whakatāne Tauranga City Hutt City Kāpiti Coast Wellington City Nelson City Marlborough Hurunui Waimakariri Invercargill City	Dunedin City

Disclaimer: This map illustrates unitary, district and city council regulations only. It does not include any regulation of regional authorities, or the Department of Conservation (National Parks) and is based on information received in September/October 2023.