## Appendix D – Recommendations

[4.1 Explanatory notes 67](#_Toc281926)

[4.1.1 Revocation and effective date clauses of resolutions 67](#_Toc281927)

[4.1.2 Revocation and effective date clauses of parking zone resolutions 67](#_Toc281928)

[4.1.3 Effective date clause of revoked/removed controls 68](#_Toc281929)

[4.1.4 Revocation and effective date of temporary resolutions – special events 68](#_Toc281930)

[4.1.5 Revocation and effective date of temporary resolutions – road works 68](#_Toc281931)

[4.1.6 Local Government Act 1974 section 591 69](#_Toc281932)

[4.2 List of recommendations for vehicle and road use restrictions 70](#_Toc281933)

[4.2.1 One-way road 70](#_Toc281934)

[4.2.2 Prohibited left or right turn 71](#_Toc281935)

[4.2.3 Restriction: Bus left or right turn 72](#_Toc281936)

[4.2.4 Prohibited U-turn 73](#_Toc281937)

[4.2.5 Layout of Lanes restricted to road users travelling straight and/or turning 74](#_Toc281938)

[4.2.6 Special vehicle lane (SVL) – bus lane 75](#_Toc281939)

[4.2.7 Special vehicle lane – bus only lane 76](#_Toc281940)

[4.2.8 Special vehicle lane – cycle lane 77](#_Toc281941)

[4.2.9 Special vehicle lane – transit lane 79](#_Toc281942)

[4.2.10 Special vehicle lane – other 80](#_Toc281943)

[4.2.11 Traffic control by size, nature or goods (including heavy vehicles) 81](#_Toc281944)

[4.2.12 Cycle path / Shared path 82](#_Toc281945)

[4.2.13 Shared Zone 83](#_Toc281946)

[4.2.14 No Cruising area 85](#_Toc281947)

[4.2.15 Light motor vehicle restriction 86](#_Toc281948)

[4.2.16 Engine Braking Prohibition or Restriction 87](#_Toc281949)

[4.2.17 Unformed Legal Road Restriction on Motor Vehicles 88](#_Toc281950)

[4.3 List of recommendations for parking restrictions 89](#_Toc281951)

[4.3.1 Prohibition: No Stopping At All Times 89](#_Toc281952)

[4.3.2 Restriction: Stopping, standing and parking 90](#_Toc281953)

[4.3.3 Restriction: Clearway 91](#_Toc281954)

[4.3.4 Limitation: Stopping, standing and parking 92](#_Toc281955)

[4.3.5 Berm Parking prohibition 93](#_Toc281956)

[4.3.6 Parking place (Building or Transport station) 94](#_Toc281957)

[4.3.7 Angle parking 95](#_Toc281958)

[4.3.8 Loading zone 96](#_Toc281959)

[4.3.9 Paid parking 97](#_Toc281960)

[4.3.10 Time-restricted parking of any vehicles 99](#_Toc281961)

[4.3.11 Pick-up/drop-off parking 101](#_Toc281962)

[4.3.12 Car share/City HOP parking 102](#_Toc281963)

[4.3.13 Parking for specified class of motor vehicles displaying approved permits or liveries 103](#_Toc281964)

[4.3.14 Bus parking 105](#_Toc281965)

[4.3.15 Motorcycles only parking 106](#_Toc281966)

[4.3.16 Parking for specified class of vehicles (including trailers or large vehicles) 107](#_Toc281967)

[4.3.17 Bus stop 108](#_Toc281968)

[4.3.18 Bus stop – 5 minutes maximum 109](#_Toc281969)

[4.3.19 Bus stop – scheduled buses only 110](#_Toc281970)

[4.3.20 Transport shelter (Bus shelter) 111](#_Toc281971)

[4.3.21 Small Passenger Service Vehicle Stand 112](#_Toc281972)

[4.3.22 Mobility parking 113](#_Toc281973)

[4.3.23 Residents’ Exemption parking and restricted parking for other vehicles 114](#_Toc281974)

[4.3.24 Residents Only parking 115](#_Toc281975)

[4.4 List of recommendations for speed limits 116](#_Toc281976)

[4.4.1 General speed limit changes 116](#_Toc281977)

[4.4.2 Variable speed limit (School speed zone) 117](#_Toc281978)

[4.4.3 Urban Area low speed limit changes 119](#_Toc281979)

[4.5 List of recommendations for miscellaneous resolutions needing hearings or Special Consultative Procedure 121](#_Toc281980)

[4.5.1 Pedestrian mall 121](#_Toc281981)

[4.6 List of recommendations for approved traffic controls 122](#_Toc281982)

[4.6.1 Traffic island 122](#_Toc281983)

[4.6.2 Road hump 123](#_Toc281984)

[4.6.3 Traffic calming device 124](#_Toc281985)

[4.6.4 Pedestrian crossing 125](#_Toc281986)

[4.6.5 School crossing point 126](#_Toc281987)

[4.6.6 Footpath 127](#_Toc281988)

[4.6.7 Pedestrian signal control (midblock signal) 128](#_Toc281989)

[4.6.8 Traffic signal control (intersection signal) 129](#_Toc281990)

[4.6.9 Stop or Give-Way control 130](#_Toc281991)

[4.6.10 Roundabout control (with Give-Way control, traffic signals, or metering signals) 131](#_Toc281992)

[4.6.11 Flush median 132](#_Toc281993)

[4.6.12 Edge line 133](#_Toc281994)

[4.6.13 Shoulder markings 134](#_Toc281995)

[4.6.14 Keep Clear zone 135](#_Toc281996)

[4.6.15 No Passing restriction 136](#_Toc281997)

[4.6.16 Layout of multiple lanes (without mandatory turning controls) 137](#_Toc281998)

[4.6.17 Variable lane control 138](#_Toc281999)

[4.6.18 Slow vehicle bay 139](#_Toc282000)

[4.6.19 Passing bay or lane 140](#_Toc282001)

[4.6.20 Delineators 141](#_Toc282002)

[4.6.21 Home zone 142](#_Toc282003)

[4.6.22 Advisory road marking 143](#_Toc282004)

[4.6.23 Non-standard road marking 144](#_Toc282005)

[4.7 List of recommendations for temporary traffic controls 145](#_Toc282006)

[4.7.1 Restrictions: Stopping, standing and parking 145](#_Toc282007)

[4.7.2 Parking for specified class of motor vehicles displaying approved permits or liveries 147](#_Toc282008)

[4.7.3 Loading zone 148](#_Toc282009)

[4.7.4 Bus parking 149](#_Toc282010)

[4.7.5 Mobility parking 150](#_Toc282011)

[4.7.6 Eden Park resident only parking 151](#_Toc282012)

[4.7.7 No Stopping At All Times 152](#_Toc282013)

[4.7.8 Road closure 153](#_Toc282014)

## Explanatory notes

**How to use these template recommendations**

Information in blue is to be replaced with the correct information relevant to your project. If the word or phrase in blue is also in bold type, when you enter your information, make sure it, too, is in bold type. Important information about the type of pursuant, street names, and labels should all be in bold type.

Words and phrases in square brackets give you the choice of what word or phrase to use. Choose one and delete the ones that are not appropriate or relevant to your project. Delete the square brackets. If none of the choices presented is accurate for your project, talk to the [Transport Controls Team](mailto:transportcontrolsrequest@aucklandtransport.govt.nz?subject=Pursuants%20-%20Request%20for%20assistance).

Examples and notes are shown in red. These are provided for information purposes. Notes and other information in red should be deleted after reading.

### Revocation and effective date clauses of resolutions

*The following “revocations” and “coming into effect” provisions are to be used in each report in relation to resolutions for vehicle and road use and for resolutions in relation to parking and traffic control (except in parking zones and temporary resolutions.)*

*Revocation clause:*

*“*That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.”

*Effective date clause:*

“That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.”

### Revocation and effective date clauses of parking zone resolutions

*The following “revocations” and “coming into effect” provisions are to be used in each report in relation to parking or traffic* ***in parking zones.***

*Savings clause:*

“That any previous resolutions pertaining to [insert **the restrictions in the zone that are being saved** e.g. No Stopping At All Times restrictions; bus stops; P{mins}; taxi stands; mobility parking, etc.] made pursuant to any bylaw are saved by this resolution and continue in force in the current locations. This resolution will not revoke any other existing restrictions.”

*Revocation clause*

“That any previous resolutions not covered by (insert clause letter for “savings” clause above e.g. “D” ) made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.”

*Effective date clause:*

“That this resolution will take effect when the traffic control devices that evidence the

restrictions described in this report are in place.”

### Effective date clause of revoked/removed controls

*The following “coming into effect” provisions are to be used in any report where a control (or controls) is/are being rescinded/removed. The first clause references the recommendation that removes the control. The second clause references any recommendations for controls that are proposed or will remain.*

*Effective date clauses:*

“That this resolution will take effect when the traffic control devices in recommendation(s) insert pursuant letter(s) for the control(s) being removed (e.g. C) that evidence the restrictions described in this report are removed.”

“That this resolution will take effect when the traffic control devices in recommendation(s) insert pursuant letter(s) for the control(s) that are remaining (e.g. A, B, and D) that evidence the restrictions described in this report are in place.”

### Revocation and effective date of temporary resolutions – special events

*The following “signage installation”, “enforcement” and “revocation” provisions are to be used in each report in relation to resolutions that temporarily override the existing parking and traffic controls for special events.*

*Signage clause:*

“Signs for [this restriction] [these restrictions] may be erected up to **insert number of hours hours before each start date and time as specified.**”

*Enforcement clause:*

“The event organiser will only request enforcement of the abovementioned controls if there is an infringement which is physically affecting their ability to safely organise the event described.

*Revocation clause:*

“That any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in this resolution are **suspended** for the time this resolution is operational.”

### Revocation and effective date of temporary resolutions – road works

*The following “signage installation”, “enforcement” and “revocation” provisions are to be used in each report in relation to resolutions that temporarily override the existing parking and traffic controls for road works. An approved TMP is still required for temporary resolutions.*

*Signage clause:*

*Note: the last sentence (the work is to be undertaken in sections not to exceed 150 metres) is used for rolling works, such as tree trimming and should be deleted if it is not appropriate to the works described in the resolution.*

“Signs for [this restriction] [these restrictions] may be erected up to **insert number of hours hours before each start date and time as specified.** The temporary parking restriction shall apply for the minimum time and length necessary to carry out the work. The work is to be undertaken in sections not to exceed 150 metres.”

*Enforcement clause:*

“The contractor will only request enforcement of the abovementioned specify the control(s) that will be enforced upon request if there is an infringement which is physically affecting their ability to safely undertake the work described.

*Revocation clause:*

“That any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in this resolution are **suspended** for the time this resolution is operational.”

### Local Government Act 1974 section 591

The law does not allow parking places by default; they must be specifically provided for. The [LGA74 section 591](http://www.legislation.govt.nz/act/public/1974/0066/latest/DLM422371.html) allows AT to provide a parking place (building or transport station) and a reference to this clause is now included along with any recommendations that establish a parking place or area or restriction to that parking place or area.

The parking recommendations have been written to include section 591 within the clause for the parking restriction. This reference is only used once for a given section of road. In cases where there are multiple parking restrictions on the same section of road, the clause for the first restriction should include the reference to the LGA section 591, but subsequent clauses for other parking restrictions along that section of road do not include any reference to section 591.

This does mean that for parking zones and paid parking areas, the recommendation to establish the area as parking places must be used in addition to the recommendations for the parking zone or paid parking area. However, once clause 591 is used to establish the parking place, zone or area, it’s not included in any of the recommendations that apply restrictions or conditions to the parking in the place, zone, or area.

This clause is not used where there is no parking place being provided, such as NSAAT markings.

## List of recommendations for vehicle and road use restrictions

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

### One-way road

**Clause 7 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This restriction is implemented as a road safety measure.

Recommendation:

1. That pursuant to clause 7 of the Auckland Transport Traffic Bylaw 2012,
2. the driver of a vehicle on **Road Name** (from A road to B road) **must travel** only in the direction as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, which forms part of the resolution;

**Contra-flow for cycles on a one-way road**

1. the driver of a vehicle (excepting riders of **cycles** who **may travel** in the opposite direction specifiedin this resolution) on **Road Name** (from A road to B road) **must travel** only in the direction as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, which forms part of the resolution.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

**Enforcement:**

Enforcement of this restriction is undertaken by the New Zealand Police.

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Prohibited left or right turn

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 8 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This restriction is implemented as a road safety measure.

Recommendation:

1. That pursuant to clause 8 of the Auckland Transport Traffic Bylaw 2012 the driver of a vehicle insert **specific types of vehicles prohibited and excepted e.g. all vehicles except a bus** **must not turn** to the **[right] [left]** (use **direction** as appropriate and delete others) on **Road Name** as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

**Enforcement:**

Enforcement of this restriction is undertaken by the New Zealand Police.

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Restriction: Bus left or right turn

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 8 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This restriction is implemented as a bus priority measure.

Recommendation:

1. That pursuant to clause 8 of the Auckland Transport Traffic Bylaw 2012, all vehicles other than (insert as appropriate) buses, motor cycles, mopeds and cycles are **prohibited** from **turning** **[to the right] [to the left] [going straight ahead]** (use **direction** as appropriate and delete others) from the dedicated traffic lanes on **Road Name** as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the report described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

**Enforcement:**

Enforcement of this restriction is undertaken by the New Zealand Police.

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Prohibited U-turn

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 8 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This restriction is implemented as a road safety measure.

Recommendation:

* 1. That pursuant to clause 8 of the Auckland Transport Traffic Bylaw 2012, the driver of a vehicle **must not** perform a **U-turn** on **Road Name** as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.

Example

That pursuant to clause 8 of the Auckland Transport Traffic Bylaw 2012, the driver of a vehicle **must not** perform a **U-turn** on **Northcote Road** at its intersections with the Northern Motorway ramps as indicated on the attached drawing AT/KLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution.

* 1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
  2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

**Enforcement:**

Enforcement of this restriction is undertaken by the New Zealand Police.

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

[Back to Table of Contents](#contents)

### Layout of Lanes restricted to road users travelling straight and/or turning

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 9 of the Auckland Transport Traffic Bylaw 2012 and section 334 of the LGA1974 and clauses 2.1 and 7.12 of the TCD2004**

Implemented by: Network Management and Safety

Purpose:

The purpose of this pursuant is to indicate a layout of lanes that includes mandatory traffic movement(s) that must be made from a marked lane.

Recommendation:

1. That pursuant to clause 9 of the Auckland Transport Traffic Bylaw 2012, section 334 of the Local Government Act 1974, and clauses 2.1 and 7.12 of the Land Transport Rule: Traffic Control Devices 2004, **lanes, including lanes restricted to traffic required to turn or go straight ahead as indicated by arrow markings**, are provided for on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

**Enforcement:**

Enforcement of this restriction is undertaken by the New Zealand Police.

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Special vehicle lane (SVL) – bus lane

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This pursuant is used to restrict the use of a traffic lane to buses, motorcycles, mopeds, cycles and ambulances responding to patients. The special vehicle lane can be prescribed to apply at all times or at specified times on specified days.

*Explanatory Note: cycles, mopeds or motorcycles can be excluded from a bus lane in the resolution and by signs. See definition of bus lane in the Bylaw prescribed by the Land Transport Rule 54002: Traffic Control Devices 2004. Longer SVL may be able to be resolved without a drawing. Please discuss with* [*Transport Controls team*](mailto:transportcontrolsrequest@at.govt.nz?subject=Bus%20Lane%20-%20Can%20I%20resolve%20my%20bus%20lane%20without%20a%20drawing?) *for more information.*

Recommendation:

1. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the [area(s) of land] [part(s) of road] of **Road Name** [from describe **point X to point Y**] as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is prescribed as a **special vehicle lane**, **in the form of a bus lane restricted to buses, cycles, mopeds and motorcycles** between the hours of **operating time/days**.
2. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012 the area of road identified in A above is additionally prescribed as a special vehicle lane restricted at the same times to clearly marked vehicles operated by **an ambulance service** when carrying, collecting or responding to a patient.

Example

That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the part of road referred to as **‘BL1’** on **Fanshawe Street** as indicated on the attached drawing AT/WLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is prescribed as a **special vehicle lane**, **in the form of a bus lane restricted to buses, cycles, mopeds and motorcycles at all times**.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Special vehicle lane – bus only lane

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This pursuant is used to restrict the use of a traffic lane to buses and ambulances responding to patients. The special vehicle lane can be prescribed to apply at all times or at specified times on specified days.

*Explanatory Note: cycles, mopeds or motorcycles can be excluded from a bus lane in the resolution and by signs see definition of bus lane in the Bylaw prescribed by the Land Transport Rule 54002: Traffic Control Devices 2004. Longer SVL may be able to be resolved without a drawing. Please discuss with* [*Transport Controls team*](mailto:transportcontrolsrequest@at.govt.nz?subject=Bus%20Lane%20-%20Can%20I%20resolve%20my%20bus%20lane%20without%20a%20drawing?) *for more information.*

Recommendation:

1. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the [area(s) of land] [part(s) of road] of **Road Name** [from describe point X to point Y] as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is prescribed as a **special vehicle lane in the form of a bus only lane restricted to buses** between the hours of **operating time/days**.
2. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the area of road identified in A above is additionally prescribed as a special vehicle lane restricted at the same times to clearly marked vehicles operated by **an ambulance service** when carrying, collecting or responding to a patient.

Example

That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the area referred to as **‘BO1’** on **Esmonde Road** as indicated on the attached drawing AT/DTLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is prescribed as a **special vehicle lane in the form of a bus only lane restricted to buses at all times**.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Special vehicle lane – cycle lane

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This pursuant is used to restrict the use of a lane to cycles.

*Explanatory Note: The cycle lane will not have to be started and ended around the bus stops, but the design will need to follow ATCOP standards for the green markings ahead of and behind the stops.*

Recommendation:

1. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the part(s) of road of **Road Name [**from **describe point X to point Y**] as indicated on the attached drawing # XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is prescribed as a **special vehicle lane in the form of a cycle lane restricted to cycles at all times, except where interrupted by bus stops**.
2. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of vehicles is prohibited at all times** in the part(s) of road of **Road Name [**from **describe point X to point Y**] as indicated on the attached drawing # XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution**, except where interrupted by bus stops**.

*Note: If the cycle lane will be occasionally outside a car parking area, use the pursuant below in place of B above.*

1. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of vehicles is prohibited at all times** in the part(s) of road of **Road Name [**from **describe point X to point Y**] as indicated on the attached drawing # XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution**, except where interrupted by bus stops or specified parking spaces**.

Example

That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred to as **‘CL1’** and **‘CL2’** on **Portage Road** as indicated on the attached drawing AT/WHLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is prescribed as a **special vehicle lane in the form of a cycle lane restricted to cycles at all times, except where interrupted by bus stops**.

That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, the stopping, standing or parking of vehicles is prohibited at all times in the parts of road referred to as **‘C1’** and **‘C2’** on **Portage Road** as indicated on the attached drawing AT/WHLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution**, except where interrupted by bus stops.**

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

1. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Special vehicle lane – transit lane

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This pursuant is used to restrict the use of a traffic lane to passenger service vehicles, motor vehicles carrying not less than 2 or 3 persons (including the driver), cycles, mopeds, motorcycles and ambulances responding to patients. The special vehicle lane can be prescribed to apply at all times or at specified times on specified days.

*Explanatory Note: cycles, mopeds or motorcycles can be excluded from a transit lane in the resolution and by signs. See the definition of a transit lane in the Bylaw prescribed by the Land Transport Rule 54002: Traffic Control Devices 2004. Longer SVL may be able to be resolved without a drawing. Please discuss with* [*Transport Controls team*](mailto:transportcontrolsrequest@at.govt.nz?subject=Transit%20Lane%20-%20Can%20I%20resolve%20my%20transit%20lane%20without%20a%20drawing?) *for more information.*

Recommendation:

1. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the [area(s) of land] [part(s) of road] of **Road Name** [from describe point X to point Y] as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is prescribed as a **special vehicle lane in the form of a transit lane restricted to passenger service vehicles, motor vehicles carrying not less than [2] [3] persons (including the driver), cycles, mopeds and motorcycles** between the hours of **operating time/days**.
2. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the area of road identified in A above is additionally prescribed as a special vehicle lane restricted at the same times to clearly marked vehicles operated by **an ambulance service** when carrying, collecting or responding to a patient.

Example

That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred to as **‘TL1’** and **‘TL2’** of **Constellation Drive** as indicated on the attached drawing AT/KLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is prescribed as a **special vehicle lane in the form of a transit lane restricted to passenger service vehicles, motor vehicles carrying not less than two (2) persons (including the driver), cycles, mopeds and motorcycles** between the hours of **7:00am to 9:00am** and between the hours of **4:00pm to 6:00pm, Monday to Friday**.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Special vehicle lane – other

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This pursuant is used to restrict the use of a traffic lane to specified classes of vehicles (for example light rail vehicles or heavy goods vehicles). The special vehicle lane can be prescribed to apply at all times or at specified times on specified days.

Recommendation:

1. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the [area(s) of land] [part(s) of road] of **Road Name** [from describe point X to point Y] as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is prescribed as a **special vehicle lane restricted to specified class of vehicles** between the hours of **operating time/days**.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Traffic control by size, nature or goods (including heavy vehicles)

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 11 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This pursuant is used to prohibit or restrict the use of roads unsuitable for the use of any specified class of traffic or specified motor vehicle due to their size or nature or the nature of the goods carried. This can be made to apply at all times or at specified times

*Explanatory Note: the test for this clause to be used is that the road is “unsuitable due to size, nature or goods carried. NB Clause 11(3) of the Auckland Transport Traffic Bylaw 2012 provides that AT staff delegated to do so may permit vehicles that are otherwise restricted or prohibited to use the road e.g. loading/unloading goods/passengers at a property; for an emergency service; for road maintenance; for maintenance by a utility provider*

Recommendation:

1. That pursuant to clause 11 of the Auckland Transport Traffic Bylaw 2012, [the part(s) of] **Road Name** is [restricted] [prohibited] [between the hours of **operating time/days] [at all times]** to **specific class of vehicle e.g. heavy vehicle, overdimension vehicle** as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Cycle path / Shared path

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 12 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This pursuant is used to fix the length, route and location of a shared or cycle path and determine priority for users of a shared path. A cycle path (a cycle path is not located within the carriageway) only allows cyclists on the path. A shared path allows multiple users on the path. Those users are specified in the pursuant.

*Explanatory Note: Rule 11.1A of the Land Transport (Road User) Rule 2004 allows for priority by users to be specified for shared paths.*

Recommendation:

1. That pursuant to clause 12 of the Auckland Transport Traffic Bylaw 2012 the area(s) of land adjacent to **Road Name** [as described] [as identified on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX] is a [**cycle path only**] [**shared cycle path** for cycles, pedestrians; riders of mobility devices and riders of wheeled recreational devices];

Insert B if it is a shared-use cycle path

1. The priority for the following users of a shared path is pedestrians / cyclists / riders of mobility devices / riders of wheeled recreational devices (choose the order of priority).
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Shared Zone

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 13 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This control is used to specify any road to be a shared zone under the traffic bylaw which means that it is an area that is intended to be shared by vehicles and pedestrians and, except where the resolution specifies otherwise, no person may stand or park a vehicle in that shared zone. This form of shared zone under the bylaw is most likely to be used in deliberately created shared spaces in town centres.

Often the area of the shared zone will also be resolved as being a loading zone during a certain time period in the morning.

*Note: that generally shared zones exist just because they are constructed in a way to indicates this is the intent and used that way. They do not need to be resolved under the bylaw (but such shared zones do not have the automatic parking prohibitions – examples may include service lanes which allow parking but do not have footpath and car parks where the intent is obvious by the context.*

*If there is a desire to have a clearly established shared zone in a residential street which allows parking (often referred to as a “home zone” style of shared zone) it may be useful to make that intent clear with an approval decision that states the that it is the intent of the RCA that the road be shared in accordance with the Rule definition rather than making any reference to the bylaw.*

*If parking is to be allowed in the shared zone (i.e., a “home zone”), the correct recommendation to use is found in* [*section 4.6.20*](#_Home_Zone_1)*.*

Recommendation:

1. That pursuant to clause 13 of the Auckland Transport Traffic Bylaw 2012, **Road Name** is specified as a **shared zone** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.
2. That pursuant to clause 19 of the Auckland Transport Traffic Bylaw 2012, any [parking] [loading] [motorcycle parking] (insert as applicable) in the shared zone (insert appropriate conditions, see examples below)

*For example: That the part of the road described in this report is determined to be a loading zone between the hours of* ***5:00am and 7:00am, Monday to Friday****. The standing or parking of any vehicles in the loading zone is restricted to a maximum time of 5 minutes.*

*Only motorcycles are entitled to use specified parking places in the shared zone*

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### No Cruising area

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Please consult Transport Controls Team Leader before using this clause**

**Clause 14 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This pursuant is used to specify any road to be a no cruising area.

Recommendation:

1. That pursuant to clause 14 of the Auckland Transport Traffic Bylaw 2012, [the section of road] **[Road Name]** is specified as a road on which **cruising is [controlled] [restricted] [prohibited]** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.
2. That (insert appropriate conditions….)
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
4. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Light motor vehicle restriction

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Please consult Transport Controls Team Leader before using this clause**

**Clause 15 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This pursuant is used to specify any road on which any motor vehicles having a gross vehicle mass less than 3,500kgs can be restricted or prohibited from being operated between the hours of 9pm and 4am.

Recommendation:

1. That pursuant to clause 15 of the Auckland Transport Traffic Bylaw 2012, any motor vehicle having a **gross vehicle weight less than 3,500kg** is [restricted] [prohibited] from **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution, between the hours of **9pm and 4am**.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Engine Braking Prohibition or Restriction

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Please consult Transport Controls Team Leader before using this clause**

**Clause 16 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This pursuant is used to prohibit or restrict engine braking on any road where the permanent speed limit does not exceed 70km/h.

Recommendation:

1. That pursuant to clause 16 of the Auckland Transport Traffic Bylaw 2012, **engine braking** is [prohibited] [restricted] on **Road Name** having a speed limit less than 70 km/h between the hours of **operating time/days** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Unformed Legal Road Restriction on Motor Vehicles

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Please consult Transport Controls Team Leader before using this clause**

**Clause 17 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety

Purpose:

This pursuant is used to restrict the use of specific motor vehicles on an unformed legal road for the purposes of protecting the environment, the road and adjoining land and the safety of road users.

Recommendation:

1. That pursuant to clause 17 of the Auckland Transport Traffic Bylaw 2012, motor vehicles exceptions (e.g. motor vehicles that are used by residents or that are used by persons visiting residential properties) are restricted from using **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.
2. That the following conditions …
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
4. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

## List of recommendations for parking restrictions

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

### Prohibition: No Stopping At All Times

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety and Parking Design

Purpose:

This resolution enables parking by any vehicles to be **prohibited** at all times mainly by road markings with broken yellow lines on road surface along the kerb line, although signs can be used where the road is not sealed.

Recommendation:

1. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any vehicle is prohibited at all times** in the[area(s) of land] [part(s) of road] [zone] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.

**For a single street**

That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any** **vehicle is prohibited at all times** in the parts of road referred to as **‘A1’, ‘A2’, ‘A3’, ‘A4’** and **‘A5’** on **Victoria Street**, as indicated in the attached drawing AT/FLB/99999/AA/C250, Rev A, dated 1/1/2015, forming part of the resolution.

**For multiple streets**

That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any vehicle is prohibited at all times** in the parts of road referred to as **‘A1’** to **‘A5’** on **Victoria Street**; in the parts of road referred to as **‘A6’, ‘A7’, ‘A8’**, on **Helvetia Road** as indicated in the attached drawing AT/FLB/99999/AA/C250, Rev A, dated 1/1/2015, and in the part of road referred to as **‘A9’** on **Franklin Road** as indicated in the attached drawing AT/FLB/99999/AA/C251, Rev A, dated 1/1/2015, forming part of the resolution.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Restriction: Stopping, standing and parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety and Parking Design

Purpose:

This allows **restrictions** on the stopping, standing or parking of vehicles on any road by vehicle description and by time and day.

Recommendation:

1. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any vehicle** in the [area(s) of land] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution **is prohibited** between the hours of **operating time/days**.

Example

That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any vehicle** in the part of road referred to as **‘AT1’** on **Captain Springs Road** as indicated in the attached drawing, AT/MTLB/99999/AA/C250, Rev A, dated 1/1/2015, forming part of the resolution **is prohibited between the hours of 8:30am to 2:00pm, Monday to Friday**.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

[Back to Table of Contents](#contents)

### Restriction: Clearway

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety and Parking Design

Purpose:

This allows **restrictions** on the stopping, standing or parking of vehicles on any road for a clearway.

Recommendation:

1. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any vehicle** in the [area(s) of land] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is prohibited as a **clearway** between the hours of **operating time/days**.

Example

That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any vehicle** in the part of road referred to as **‘CW1’** on **Mount Smart Road** as indicated in the attached drawing, AT/MTLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is prohibited as a **clearway** between the hours of **7:00am to 9:00am, Monday to Friday**.

That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any vehicle** in the part of road referred to as **‘CW2’** on **Mount Smart Road** as indicated in the attached drawing, AT/MTLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is prohibited as a **clearway** between the hours of **4:00pm to 6:00pm, Monday to Friday**.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Limitation: Stopping, standing and parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 18 Auckland Transport Traffic Bylaw 2012**

*Explanatory Note: Please consult the* [*Transport Controls team*](mailto:transportcontrolsrequest@aucklandtransport.govt.nz?subject=Stopping,%20standing,%20parking%20limitations%20-%20What%20vehicles%20can%20I%20allow%20to%20park%20in%20my%20limited%20parking%20place?) *or Parking Compliance to find what types of vehicles might be allowed to park in a limited parking place, e.g. overdimension vehicles and / or trailers etc.*

Implemented by: Network Management and Safety and Parking Design

Purpose:

This allows **limitations** on the stopping, standing or parking of vehicles on any road by vehicles to any specified class or description and by time and day.

Recommendation:

1. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **limits the stopping, standing or parking to** **specified vehicle** on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution [**at all times**] [between the hours of **operating time/days]**.

Example

That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **limit the stopping, standing or parking to** **rubbish trucks** on **Watson Avenue** as indicated in the attached drawing, AT/AELB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolutionbetween the hours of **5:00am to 4:00pm, Monday to Saturday**.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Berm Parking prohibition

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design

Purpose:

This recommendation prohibits vehicle parking on berms, grassed areas and/or planted areas.

Recommendation:

1. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012 and noting clause 12.2 of the Land Transport Rule: Traffic Control Devices 2004, **the stopping, standing or parking of vehicles off the roadway is prohibited at all times** on **Road Name** in the area(s) of land as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.

Example

1. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012 and noting clause 12.2 of the Land Transport Rule: Traffic Control Devices 2004, **the stopping, standing or parking of vehicles off the roadway is prohibited at all times** on **Ethel Street** in the area referred to as **‘AO1’** as indicated in the attached drawing AT/AELB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution.

Note: If the berm parking prohibition is the only recommendation in the report, use clause B below in lieu of the usual effective date and revocation clauses.

1. This parking prohibition is subject to the erection of signs compliant with the Land Transport Rule: Traffic Control Devices 2004. This prohibition may be enforced once the traffic control devices prescribed under the Land Transport Rule: Traffic Control Devices 2004 are installed.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Parking place (Building or Transport station)

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 591 Local Government Act 1974**

Implemented by: Parking Design and Network Management and Safety

Purpose:

The purpose of this pursuant is to establish a place, area, or zone as a parking place.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974, the [area(s) of land] [part(s) of road] [building] [zone] on **Road Name** in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX**,** forming part of the resolution, is specified as [**parking place**] [**transport station**] [for any vehicle].

Example

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the zone marked as **‘PZ1’** in the Matiatia Wharf car park off Ocean View Road in the attached drawing AT/WILB/99999/AA/C250, rev A, dated 1/1/2015**,** forming part of the resolution is specified as **parking place**.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Angle parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design (consulting Network Management and Safety for safety operation)

Purpose:

The purpose of this pursuant is to restrict vehicles to parking at an angle to the direction of the roadway.

*Explanatory Note: Paragraph A may be combined with any other appropriate recommendation to have angle parking and some other control.*

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [area(s) of land] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as a parking place. The manner of parking of any vehicle on the parking place specified in this resolution is defined as **parking only at an angle** to the direction of roadway [describe the direction] [as indicated on the drawing].

Example

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of road referred to as **‘AP1’** on **Gatman Street** as indicated in the attached drawing AT/KLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is specified as a parking place. The manner of parking of any vehicle on the parking place specified in this resolution is defined as **parking only at an angle** to the direction of roadway as indicated on the drawing.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Loading zone

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design (consulting Network Management and Safety for safety operation)

Purpose:

The purpose of the following pursuant is to restrict a piece of land, part of a road, or building or part of a building to be a loading zone for the stopping, standing or parking of any vehicle or specific class of vehicle [*“class of vehicle” is defined in clause 5 of the bylaw]* and limit the maximum time of loading to five minutes (or longer).

*Note: It is now generally goods vehicles that are allowed to use loading zones (not goods service vehicles). Goods service vehicles are vehicles that carry goods and have a gross laden weight of 6000kg or more and should be used where the intent is to provide parking for these vehicles.*

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [area(s) of land] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as a parking place in the form of a **loading zone** **[at all times]** [between the hours of **operating times/day].** Use of the loading zone is [permitted to **any vehicle**] [restricted to **[goods vehicles] [specific class of vehicle]**]. The driver may leave the vehicle unattended for a maximum time of **[five minutes]** [other **time limit in minutes]**.

Example:

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of road referred to as **‘LZ1’** on **Bowen Street** as indicated in the attached drawing AT/FLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is specified as a parking place in the form of a **loading zone** between the hours of **8:00am to 6:00pm, Monday to Friday**. Use of the loading zone is restricted to **goods vehicles**. The driver may leave the vehicle unattended for a maximum time of **five minutes**.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004. For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Paid parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design

Purpose:

This pursuant is used to specify a parking place, a road, part of a road, zone or building or part of a building to be a parking place in the form of a paid parking area with a maximum time limit. This resolution can be used for parking zones or specific locations.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] [transport station] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as a parking place in the form of a **paid parking** area between the hours of **operating times/days.** Use of the paid parking area must comply with the following conditions:

[Insert this for fixed charge]

1. the charges payable to park a vehicle in each paid parking area at all relevant times are prescribed to be **charges based on time and date;**

[Insert this for variable charge]

(i) the charge payable is calculated as follows:

1. for time periods of up to one hour, at a rate of $dollar amount;
2. for time periods between one and two hours, $dollar amount plus a rate of $dollar amount per hour for the second hour;
3. for time periods longer than two hours, $dollar amount plus a rate of $dollar amount per hour for any time in excess of the first two hours **charges based on time and date**;
4. The method for paying for the parking of a vehicle in the parking zone must be as set by the ‘Manner of payment for paid parking places resolution’ (ID number 15024) passed by the Traffic Control Committee on 23 April 2018 pursuant to clause 9(1)(f) of the Auckland Council Traffic Bylaw 2015, or as set by any resolution that amends or replaces that resolution.
5. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
6. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*Explanatory Note: The following “savings” provision in (D), “revocation” provision in (E) & “effective date” provision in (F) should be used for* ***parking zones.*** *Clause 19(2) provides that any restrictions that apply to a zone do not apply in locations within that zone parking area where other specific stopping, standing or parking restrictions apply.*

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

1. That any previous resolutions pertaining to [No Stopping At All Times] [bus stops] [Pmins] [taxi stands] [mobility parking] [loading zones] [choose other restrictions in the zone that are saved] made pursuant to any bylaw are saved by this resolution and continue in force in the current locations. This resolution will not revoke any other existing restrictions.
2. That any previous resolutions not covered by D. made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Time-restricted parking of any vehicles

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

This resolution covers parking of any vehicle on a road or in a building**.**

Implemented by: Parking Design

Purpose:

Time restrictions are implemented to ensure parking turnover occurs in a particular area.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as a **parking place for any vehicles.** The maximum time for parking of any vehicle is **time limit in minutes** between the hours of **operating times/days.**

Example

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of road referred as **‘TR1’** on **McKinstry Avenue** as indicated in the attached drawing # AT/MOLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is specified as a **parking place for any vehicles.** The maximum time for parking of any vehicle is **15 minutes** between the hours of **8:00am and 6:00pm, Monday to Sunday.**

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*Explanatory Note: The following “savings” provision in B, “revocation” provision in C & “effective date” provision in D should be used for* ***parking zones.*** *Clause 19(2) provides that any restrictions that apply to a zone do not apply in locations within that zone parking area where other specific stopping, standing or parking restrictions apply.*

1. That any previous resolutions pertaining to [No Stopping At All Times] [bus stops] [Pmins] [taxi stands] [mobility parking] [loading zones] [choose other restrictions in the zone that are saved] made pursuant to any bylaw are saved by this resolution and continue in force in the current locations. This resolution will not revoke any other existing restrictions.
2. That any previous resolutions not covered by D. made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

1. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@aucklandtransport.govt.nz)*.*

### Pick-up/drop-off parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

This resolution covers parking of any vehicle on a road or in a building**.**

Implemented by: Parking Design

Purpose:

The area is available only for picking up waiting passengers or dropping off passengers and the driver must stay with the vehicle.

*Note: There are issues with the enforcement of this recommendation as the legislation does not specify a time limit for the zone. The recommended method to resolve a short-term, “pick-up, drop-off” area is either resolving it as standard P5 time-restricted parking (which would not limit the parking to picking up and dropping off only) or resolving it as a P5 loading zone and adding a pick-up, drop-off supplemental to the loading zone.*

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of vehicles is limited to vehicles picking up waiting passengers or dropping off passengers** between the hours of **operating times/days** in the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name,** as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.  Use of the parking place is limited to a maximum of **five minutes** and is conditional on the driver remaining with the vehicle.

Example

That pursuant to section 591 of the Local Government Act 1974 and clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of vehicles is limited to vehicles picking up waiting passengers or dropping off passengers** between the hours of **7.30am to 9.00am** and **2.30pm to 3.30pm, school days** in the part of road referred to as **‘PU1’** on **Portland** **Road,** as indicated on the attached drawing # AT/OLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution.  Use of the parking place is limited to a maximum of **five minutes** and is conditional on the driver remaining with the vehicle.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004. For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Car share/City HOP parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

This resolution covers parking of car share vehicles only on a road or in a building**.**

Implemented by: Parking Design

Purpose:

The area is available only for car share vehicle parking.

*Note: City HOP is currently the most common car share vehicle, but the recommendation is used generically and makes no reference to individual providers.*

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of the road specified below and indicated in the attached drawing(s) is authorised (or is continued to be authorised) for use as a parking place.  Further, pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012 the stopping, standing or parking of vehicles in the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, is limited to **shared vehicles only** (Shared vehicles being a class of vehicle defined in the Auckland Transport Traffic Bylaw 2012) **[**between the hours of **operating times/days] [at all times].** The maximum time for parking of any vehicle is **time limit in minutes**.

Example

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of the road specified below and indicated in the attached drawing(s) is authorised (or is continued to be authorised) for use as a parking place.  Further, pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012 the stopping, standing or parking of vehicles in the part of road referred to as **‘CS1’** on **Graham Street** as indicated in the attached drawing AT/WLB/99999/AA/C250, rev A, dated 1/1/2015, is limited to **shared vehicles only** (Shared vehicles being a class of vehicle defined in the Auckland Transport Traffic Bylaw 2012) **at all times.**
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004. For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Parking for specified class of motor vehicles displaying approved permits or liveries

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design

Purpose:

Time restrictions are implemented to ensure parking turnover occurs in a particular area.

*Note: This recommendation applies to specific vehicles displaying liveries or permits parking in a road / building e.g. car share vehicles, police, construction vehicles; utility vehicles (other than for emergencies); or temporary event vehicles e.g. filming sporting events.*

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as a **parking place**. Only **[goods vehicles] [shared vehicles] [car/pool vehicles] [police] [other class** (choose as appropriate)**] displaying [approved permits] [liveries** (describe livery)**]** are entitled to use the parking place. The maximum time for parking of any vehicle is **[time limit in minutes]** **[at all times]** [between the hours of **operating times/days]**.

Example

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of road referred to as **‘AV1’** on **Commerce Street** as indicated in the attached drawing AT/WLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is specified as a **parking place.** Only **police vehicles displaying police livery** are entitled to use the parking place **at all times**.

**Insert for vehicles that need permits**

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012 the specified parking place is subject to following terms and conditions **insert conditions e.g. fees for permit and the duration of the permit.**

Example

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of road referred to as **‘AV1’** on **Commerce Street** as indicated in the attached drawing AT/WLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is specified as a **parking place.** Only **passenger service vehicles displaying approved permits** are entitled to use the parking place. The maximum time for parking of any vehicle is **thirty minutes** between the hours of **7:00am to 5:00pm, Monday to Saturday**.

1. That pursuant to clause 19 of the Auckland Transport Traffic Bylaw 2012 the specified parking place is subject to following terms and conditions: the duration of the permit is for a time of **one month**.

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Bus parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design

Purpose:

The purpose of the pursuant is to restrict a part of road for the use of buses only between specified times, where the length of stay is intended to be in excess of five minutes. The restriction may be implemented outside schools between certain hours, where bus lay-up areas are required or for tour buses parking.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as a transport station in the form of **bus only parking**. Only [AT Metro] buses are entitled to use the parking place [between the hours of **operating times/days] [at all times]**. The times for parking of buses on the transport station is defined as a maximum time of **time limit in minutes**. (delete this previous sentence if there will not be any time restrictions on the bus parking) [Add this sentence *only* if the bus parking area will be limited to AT Metro buses - Only buses used in the provisions of scheduled public transport services managed and controlled by Auckland Transport are entitled to use the bus only parking.]

Example

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the area referred to as **‘BP1’** on **Queen Street** as indicated in the attached drawing AT/WLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is specified as a transport station in the form of **bus only parking**. Only buses are entitled to use the parking place **at all times**. The times for parking of buses on the transport station is defined as a maximum time of **ten minutes**.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

[Back to Table of Contents](#contents)

### Motorcycles only parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design

Purpose:

This resolution provides for “motorcycle only parking” at all times or at specific times on a road or a building or a zone.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as a parking place in the form of **motorcycles only parking.** Only motorcycles are entitled to use the parking place **[at all times] [**between the hours of **operating times/days]**. The parking of motorcycles on the parking place is defined as a maximum time of **time limit in minutes**. (delete this last sentence if there will not be any time restrictions on the motorcycle parking)
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Parking for specified class of vehicles (including trailers or large vehicles)

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Network Management and Safety and Parking Design

Purpose:

This resolution provides for specified classes of vehicles e.g. trailer or large vehicle parking only at all times or at specific times on a road or a building or a zone.

Recommendation:

* 1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as a parking place in the form of **specified class of vehicle only parking.** Only specified **class of vehicle** are entitled to use the parking place **[at all times] [**between the hours of **operating times/days]**. The maximum time of parking **specified class of vehicle** isdefined as **time limit in minutes**. (delete this last sentence if there will not be any time restrictions on the specified vehicle parking)
  2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
  3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Bus stop

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design, Network Management and Safety and AT Metro

Purpose:

This resolution is to specify an area on a road, a building, as a bus stop.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is reserved as a parking place in the form of a **bus stop** for the exclusive use of [AT Metro] buses **[at all times]** [between the hours of **operating times/days**]. [Add this sentence *only* if the bus stop will be limited to AT Metro buses - Only buses used in the provisions of scheduled public transport services managed and controlled by Auckland Transport are entitled to use the bus stop.]

Example:

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of road referred as **‘B1’** on **Sunnyside Road** as indicated in the attached drawing AT/HMLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is reserved as a parking place in the form of a **bus stop** for theexclusive use of buses **at all times.**

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of road referred as **‘B1’** on **Sunnyside Road** as indicated in the attached drawing AT/HMLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is reserved as a parking place in the form of a **bus stop** for theexclusive use of AT Metro buses **at all times.** Only buses used in the provisions of scheduled public transport services managed and controlled by Auckland Transport are entitled to use the bus stop.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Bus stop – 5 minutes maximum

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland transport traffic Bylaw 2012**

Implemented by: Parking Design, Network Management and Safety and AT Metro

Purpose:

This resolution is to specify an area on a road, a building, a zone, a transport station for the exclusive use of buses where the length of stay does not exceed 5 minutes.

*Note: This bus stop sign needs a supplementary sign – ‘maximum 5 minutes’.*

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as a parking place in the form of a **bus stop** for the exclusive use of buses **[at all times] [**between the hours of **operating times/days]**.The time a bus may remain stationary in a bus stop is not more than **5 minutes**.

Example:

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of road referred as **‘B1’** on **Sunnyside Road** as indicated in the attached drawing AT/HMLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution is reserved as a parking place in the form of a **bus stop** for the **exclusive use of buses at all times.** The time a bus may remain stationary in the bus stop is not more than **5 minutes.**

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Bus stop – scheduled buses only

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design, Network Management and Safety and AT Metro

Purpose:

This resolution is to reserve an area on a road, a building, a transport station for the exclusive use of buses operating on a defined route.

*Note: this bus stop sign needs a supplementary sign to name the defined route.*

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is reserved as a parking place in the form of a **bus stop** for the exclusive use of buses operating on a defined route [**at all times**] [between the hours of **operating times/days]**.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Transport shelter (Bus shelter)

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Sections 317 and 339 of the LGA1974**

Implemented by: AT Metro

Purpose:

The purpose of this pursuant is to approve a bus shelter in a specific location.

*Note: This pursuant provides for a bus shelter outside a bus stop. This is not a transport shelter, which is provided within a transport station. For a transport shelter, talk to the* [*Transport Controls team*](mailto:transportcontrolsrequest@at.govt.nz?subject=Transport%20Shelter%20-%20assistance%20needed)*.*

Recommendation:

1. That pursuant to sections 317 and 339 of the Local Government Act 1974 a **transport shelter (bus shelter)** is to be provided on **Road Name** in the area(s) referred to as[**‘BS1’**] [**‘BS2’**] [**‘BS3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.

Example

That pursuant to sections 317 and 339 of the Local Government Act 1974 a **transport shelter (bus shelter)** is to be provided on **Manukau Road** in the area referred to as **‘BS1’** as indicated in the attached drawing, AT/AELB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the resolution.

1. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Small Passenger Service Vehicle Stand

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design

Purpose:

This resolution is to specify a parking area on a road, a building, a transport station for the use of exclusive use of small passenger service vehicles at all or between specific times.

*Note: This replaces taxi stands and shuttle stands.*

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as a transport station in the form of a **small passenger service vehicle (PSV) stand** for the exclusive use of small PSVs **[at all times] [**between the hours of **operating times/days]**. That the conditions of use of the small PSV stand must be that the PSV is available for hire and the driver must stay with the vehicle.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Mobility parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 20 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design and Network Management and Safety

Purpose:

The purpose of this pursuant is to resolve an area as being reserved exclusively for vehicles displaying an approved mobility parking permit and restricting that parking to a maximum time. Each area described will need to indicate these times if they apply.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974, and clause 19 and clause 20 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as parking place in the form of a **mobility parking place.** Mobility parking spaces are reserved in the parking place for the exclusive use of vehicles driven by or carrying disabled persons and displaying a current approved mobility permit. Mobility parking spaces are reserved **[at all times]** [between the hours of **operating days/times]**. The maximum time for parking in the mobility place is defined as **time limit in minutes**. (delete this last sentence if there will not be any time restrictions on the mobility parking)
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Residents’ Exemption parking and restricted parking for other vehicles

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 21 Auckland Transport Traffic Bylaw 2012**

Implemented by: Parking Design

Purpose:

This pursuant is used to specify a parking place, on a road, part of a road, zone or building or part of a building to be an area where residents are exempt from complying with the parking place controls that apply to other vehicles (either all controls or specified controls). Residents must display a current approved resident’s parking permit. Any appropriate conditions on the use of the residents parking including, the fees, time and manner must be specified.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 21 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution are specified as a **residents’ exemption parking area**;
2. Residents’ vehicles may be parked in a parking place within the residents’ exemption area without complying with the controls for that parking place [except (insert if relevant) **bus stops / loading zones / P5** controls] if the following conditions are complied with:
3. Only residents currently living in [the specified residents’ exemption parking area] [**name, description or address / on list of roads**] may apply for and use a residents’ exemption area permit for this area;
4. the permit must be displayed correctly on the dashboard or windscreen of the vehicle so that the printed details of the area location 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 receipt must be displayed in a secure location that is obviously visible from the front of the vehicle**;**
5. the operation of the **residents’ exemption parking** is limited to **operating days and / or times**;
6. the fee to be paid [annually] [other time period] and the insert the manner of payment of fees;
7. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
8. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@aucklandtransport.govt.nz)*.*

### Residents Only parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 21 Auckland Transport Traffic Bylaw 2012**

This resolution is for residents’ only parking

Implemented by: Parking Design

Purpose:

This pursuant is used to specify a parking place, on a road, part of a road, zone or building or part of a building to be a residents' only parking. Residents must display a current approved resident’s parking permit. Any appropriate conditions on the use of the residents parking including, the fees, time and manner must be specified.

Recommendation:

A. That pursuant to section 591 of the Local Government Act 1974 and clause 21 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution is specified as a **residents’ parking area** for **residents’ only parking;**

1. That pursuant to clause 19 and 21 of the Auckland Transport Traffic Bylaw 2012, the use of the residents’ parking area must comply with the following conditions:
2. Only residents currently living in [the specified residents’ parking area] **name / description or address / on list of roads**] may apply for and use a residents’ parking area permit for this area.
3. the permit must be displayed correctly on the dashboard or windscreen of the vehicle so that the printed details of the area location 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 receipt must be displayed in a secure location that is obviously visible from the front of the vehicle
4. the operation of the **residents’ only parking** is limited to **operating days and / or times**;
5. the fee to be paid [annually] [monthly] [other time period] and the insert the manner of payment of fees;
6. the operation of the ‘**residents’ parking area**’ is subject to the condition that **insert condition or delete if there are no conditions.**
7. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
8. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@aucklandtransport.govt.nz)*.*

## List of recommendations for speed limits

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

### General speed limit changes

Implemented by: Network Management and Safety

Purpose:

To impose an appropriate speed limit to improve the safety of all road users.

Recommendation:

A. That pursuant to the Land Transport Rule: Setting of Speed Limits 2003 and clause 6 of the Auckland Transport Speed Limits Bylaw 2012:

(i) **A permanent speed limit of XX kilometres per hour is imposed on:**

**Name of Road**, Suburb or Area:

as indicated in the attached drawing, XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval report.

***(Note: Specify the speed limit to apply, the name of the road (and suburb/area in which it is located) where relevant also specify the start and end point of the speed limit zone if not covering the entire length of the road).***

B. That this approval will take effect from *(insert date). (Note that there is a requirement to give 14 calendar days’ notice to the Police and NZTA when implementing speed limit changes so the date on which the decision becomes effective should allow at least 18 days following the meeting date.)*

(The road has been assessed in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2003. The calculated speed limit determined by applying the Speed Limits New Zealand methodology is XX kilometres per hour.

Either:

Pursuant to clause 3.2(3) of the speed limit rule it is proposed to set a new speed limit consistent with the calculated speed limit.

Or:

Pursuant to clause 3.2(5) of the speed limit rule is proposed to set a new speed limit of ## kilometres per hour that is inconsistent with the calculated speed limit. <insert detailed justification of why it is proposed to set a speed limit that is different to the calculated limit. Criteria covered should include safe operation of the road, function, nature and use of the road, its environment and land use patterns).

The Land Transport Rule: Setting of Speed Limits 2003 requires consultation be undertaken with the following parties.

Police, New Zealand Automobile Association Incorporated, Road Transport Forum New Zealand, New Zealand Transport Agency

And any adjacent road controlling authorities with roads near or joining to the subject road.

* + - NZTA – Highways and Network Operations
    - Kaipara District Council
    - Waikato District Council
    - Hauraki District Council

In addition to above the external and internal parties, the Local Board has to be consulted as set out in the specified Speed Limit Changes Report template.

*For any queries and further assistance in regard to the speed limit resolutions please contact Adam Moller, Senior Road Safety Engineer on* [*adam.moller@at.govt.nz*](mailto:adam.moller@at.govt.nz)*.*

### Variable speed limit (School speed zone)

Implemented by: Network Management and Safety

Purpose:

Improving school travel and child safety is one of the key focus areas in reducing serious and fatal crashes around schools in Auckland. Some roads outside schools are perceived be dangerous for children. Research has shown reducing vehicle speed to 40km/h or less during schools peak hours significantly reduces the level of injury cause to a child if he or she struck by a vehicle travelling 40km/h.

Recommendation:

A.That pursuant to the Land Transport Rule: Setting of Speed Limits 2003 and clause 6 of the Auckland Transport Speed Limits Bylaw 2012:

(i) **A variable speed limit of 40 kilometres per hour is imposed on:**

**Road Name**, Suburb or Area:

as indicated in the attached drawing, XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval report.

The 40km/hr speed limit will only apply during the following times:

* 35 minutes before the start of school until the start of school;

20 minutes at the end of school commencing no earlier than 5 minutes before the end of school;

* 10 minutes at any other time of day when the warrant conditions are met.

(ii) At all other times the permanent speed limit of XX kilometres per hour will apply to the roads listed above.

***(Note: Specify the speed limit to apply, the name of the road (and suburb/area in which it is located) where relevant also specify the start and end point of the speed limit zone if not covering the entire length of the road).***

B. That this approval will take effect when the electronic signs are installed and operating, and no sooner than 18 days from the date approved.

(Below is an assessment which has been undertaken to determine if the warrant is met for a 40km/hr variable speed school zone, as set out in the New Zealand Transport Agency’s Traffic Note 37 –Revision 2.

* Provide details of pedestrian and traffic volumes observed/measured at the site.
* Provide details of surveyed operating speeds, and speed or pedestrian related crashes

*Note the Traffic Note 37 criteria requires that there be* ***at least******50 children crossing the road or entering/exiting vehicles at the road side*** *and that one or more of the following criteria are also met.*

1. *Mean speeds exceed 45 km/h*

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

1. *85th percentile speeds exceed 50 km/h*

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

1. *There have been speed/pedestrian/cycle related crashes at the site within the last 5 years*
2. *The site is on a main traffic route (e.g. arterial road)*

The Land Transport Rule: Setting of Speed Limits 2003 requires consultation be undertaken with the following parties.

Police, New Zealand Automobile Association Incorporated, Road Transport Forum New Zealand, New Zealand Transport Agency

And any adjacent road controlling authorities with roads near or joining to the subject road.

* + - NZTA – Highways and Network Operations
    - Kaipara District Council
    - Waikato District Council
    - Hauraki District Council

In addition to above the external and internal parties, the Local Board has to be consulted as set out in the specified Speed Limit Changes Report template.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to the speed limit resolutions please contact Adam Moller, Senior Road Safety Engineer on* [*adam.moller@at.govt.nz*](mailto:adam.moller@at.govt.nz)*.*

**Enforcement:**

Enforcement of this restriction is undertaken by the New Zealand Police.

### Urban Area low speed limit changes

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

Implemented by: Network Management and Safety

Purpose:

To change the existing low speed limits in an urban area to improve the safety of all road users.

Recommendation:

A. That pursuant to the Land Transport Rule: Setting of Speed Limits 2003 and clause 6 of the Auckland Transport Speed Limits Bylaw 2012:

(i) **A permanent speed limit of XX kilometres per hour is imposed on:**

**Name of Road**, Suburb or Area:

Indicated in the attached drawing, XXXXX, Rev X, dated XX/XX/XXXX, forming part of the approval report.

***(Note: Specify the speed limit to apply, the name of the road (and suburb/area in which it is located) where relevant also specify the start and end point of the speed limit zone if not covering the entire length of the road).***

1. That this approval will take effect from *insert date.*

*(Note that there is a requirement to give 14 calendar days’ notice to the Police and NZTA when implementing speed limit changes so the date on which the decision becomes effective should allow at least 18 days following the meeting date.)*

(The road has been assessed in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2003. The calculated speed limit determined by applying the Speed Limits New Zealand methodology is 50 kilometres per hour.

Pursuant to clause 3.2(6) of the speed limit rule it is proposed to set a new speed limit of ## kilometres per hour.

Provide discussion of how the proposed speed limit would be likely to increase the safety of pedestrians, cyclists or other road users>

Provide either data from existing traffic counts/speed surveys to demonstrate that the measured mean operating speed is already within 5 km/h of the proposed speed limit, or for new projects being implemented provide sufficient details in relation to the proposed engineering treatment to demonstrate how this mean operating speed will be achieved.)

*Note that clause 3.2(6) sets 3 criteria all of which must be met for the lower speed limit to be allowed under the speed limit rule.*

1. *Calculated speed limit must be 50km/h*
2. *Proposed limit would be likely to increase safety of pedestrians, cyclists or other road users.*
3. *Safe and appropriate traffic engineering measures are installed so that the measured mean operating speed is within 5 km/h of the proposed speed limit.*

The Land Transport Rule: Setting of Speed Limits 2003 requires consultation be undertaken with the following parties.

Police, New Zealand Automobile Association Incorporated, Road Transport Forum New Zealand, New Zealand Transport Agency

And any adjacent road controlling authorities with roads near or joining to the subject road.

* + - NZTA – Highways and Network Operations
    - Kaipara District Council
    - Waikato District Council

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

* + - Hauraki District Council

In addition to above the external and internal parties, the Local Board has to be consulted as set out in the specified Speed Limit Changes Report template.

*For any queries and further assistance in regards to the speed limit resolutions please contact Adam Moller, Senior Road Safety Engineer on* [*adam.moller@at.govt.nz*](mailto:adam.moller@at.govt.nz)*.*

## List of recommendations for miscellaneous resolutions needing hearings or Special Consultative Procedure

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

### Pedestrian mall

Implemented by: Network Management and Safety

Purpose:

To create an open and inspiring place for pedestrians, including children and families without the interference of vehicular movements to foster a strong urban community, social and friendly environment to improve connections, to meet people, to rest, and other social activities.

Recommendation:

* 1. That pursuant to section 336 of the Local Government Act 1974 the road or part of a road described in this report is declared to be a pedestrian Mall.
     1. the driving, riding or parking of any vehicle **is prohibited** [except for describe **specified vehicle authorised** **vehicles** (delete if all vehicles are prohibited)];
     2. each such part of portion of land is specified to be a **Pedestrian Mall at all times;**

**Name of Road**, Suburb or Area:

as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval report.

* 1. That any previous resolutions pertaining to stopping, loading, or parking of vehicles, special vehicle lanes and cycle paths, made pursuant to any Bylaws to the extent that they are in conflict with the traffic controls described in this report are revoked.
  2. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

## List of recommendations for approved traffic controls

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

### Traffic island

**Section 334 of the LGA1974 and clauses 2.1 and 7.7 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to provide a traffic island on the road.

*Explanatory Note: The Traffic Control Devices Rule 2004 allows a road-controlling authority to provide a traffic island to: channel traffic; provide protection for pedestrians, cyclists, or other users crossing a road; give advance warning of an intersection to approaching traffic; provide for, and protect, traffic control devices; and prevent undesirable or unnecessary traffic movements.*

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a **traffic island (Describe the type of TI within brackets such as: refuge islands, side islands, central islands, etc.)** is to be provided on **Road Name** in the area(s) referred to as [**‘T1’**] [**‘T2’**] [**‘T3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Road hump

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.9(3) of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to provide a road hump on the road.

*Explanatory Note: The Traffic Control Devices Rule 2004 allows a road-controlling authority to provide traffic control devices, including a kerb, road hump, chicane, or slow point, on or adjacent to a road to: channel traffic movement; or restrict the speed of traffic; or discourage the use of the road through vehicles in general of by vehicles of an inappropriate design or size and for which alternative routes are available; or provide a continuation of a pedestrian or cycle route and alert drivers to the presence of pedestrians or cyclists.*

*If the device creates a vertical deflection, this is the correct recommendation to use. If the device creates a horizontal deflection, use the Traffic Calming Device recommendation in* [*section 4.6.3*](#_Traffic_calming_device)*.*

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.9(3) of the Land Transport Rule: Traffic Control Devices 2004 a **road hump (Describe the type of RH within brackets such as: speed table, speed humps, speed cushions etc.)** is to be provided on **Road Name** in the area(s) referred to as [**‘H1’**] [**‘H2’**] [**‘H3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Traffic calming device

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.9(3) of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to provide a road hump on the road.

*Explanatory Note: The Traffic Control Devices Rule 2004 allows a road-controlling authority to provide traffic control devices, including a kerb, road hump, chicane, or slow point, on or adjacent to a road to: channel traffic movement; or restrict the speed of traffic; or discourage the use of the road through vehicles in general of by vehicles of an inappropriate design or size and for which alternative routes are available; or provide a continuation of a pedestrian or cycle route and alert drivers to the presence of pedestrians or cyclists.*

*If the device creates a horizontal deflection, this is the correct recommendation to use. If the device creates a vertical deflection, use the Road Hump recommendation in* [*section 4.6.2*](#_Road_hump_1)*.*

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.9(3) of the Land Transport Rule: Traffic Control Devices 2004 a **traffic calming device (Describe the type of calming device within brackets such as: chicane, slow point, other device (describe the device/s)** is to be provided on **Road Name** in the area(s) referred to as [**‘TC1’**] [**‘TC2’**] [**‘TC3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Pedestrian crossing

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 8 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

This pursuant is used to establish a pedestrian crossing.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 8 of the Land Transport Rule: Traffic Control Devices 2004 a **pedestrian crossing** is to be provided on **Road Name** in the area(s) referred to as [**‘Z1’**] [**‘Z2’**] [**‘Z3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### School crossing point

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1, 8.3, and 8.4 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

This pursuant is used to establish a school crossing point.

*Explanatory note: A kea crossing is a type of school crossing point. The Traffic Control Devices Rule 2004 does not specifically provide for a kea crossing, so this pursuant is used for kea crossings as well as other school crossing points. If the control is proposed as a kea crossing, add that wording to the pursuant in brackets as shown below. If the proposal will be for a different type of school crossing point, remove the phrase (kea crossing) from the pursuant.*

Recommendation:

1. That pursuant to clause 8.4 of the Land Transport Rule: Traffic Control Devices 2004 a **school crossing point (kea crossing) (***Don’t use**‘****kea crossing****’ wording if it is operating on a pedestrian crossing***)** is to be provided on **Road Name** in the area(s) referred to as [**‘K1’**] [**‘K2’**] [**‘K3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That pursuant to clause 8.3 of the Land Transport Rule: Traffic Control Devices 2004 **the Board of Trustees of name of the school be authorised to appoint two or more persons to act as school patrols on that school crossing point as described above**.
3. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
4. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Footpath

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 319(1)(f) of the LGA1974**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to establish what part of the road shall be footpath.

*Explanatory Note: It is not always required to formally approve a footpath. Installing a footpath is considered tacit approval. However, if any safety or enforcement issues (for example, parking on the footpath) are expected, going through the formal approval process is recommended as we cannot enforce parking infringements without the signed approval.*

Recommendation:

1. That pursuant to section 319(1)(f) of the Local Government Act 1974 in the area(s) referred to as [**‘F1’**] [**‘F2’**] [**‘F3’**] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision is **determined** to be a **footpath at all times**.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Pedestrian signal control (midblock signal)

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 8.5(3) of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to provide a midblock traffic signal in order to allow pedestrians to cross the road. A pedestrian signal may not be used at a pedestrian crossing and is not intended for providing a pedestrian phase at an intersection traffic signal.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 8.5(3) of the Land Transport Rule: Traffic Control Devices 2004 **traffic signal control** is imposed at all times and road markings, signals and signs erected on **Road** **Name** as indicated by [**‘PS1’**] in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Traffic signal control (intersection signal)

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1, 8.5, and 10.1 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to install a traffic signal at an intersection of two or more streets.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **traffic signal control** is imposed at all times and road markings, signals and signs erected on **Road** **Name**, at its intersection with **Road Name** as indicated by [**‘S1’**] in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Stop or Give-Way control

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 10.1 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to provide either Stop or Give-Way traffic control at an intersection. The choice between using a Stop control or Give-Way is determined from standard engineering practice.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **[Stop control] [Give-Way control]** is imposed at all times and road markings and signs erected on **Road Name**, at its intersection with Road Name, as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.

Example (one intersection)

That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **Give-Way control** is imposed at all times and road markings and signs erected on **Lincoln Street**, at its intersection with Ponsonby Road, as indicated in the attached drawing AT/WLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the approval decision.

Example (two intersections)

That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **Stop control** is imposed at all times and road markings and signs erected on **Fitzroy Street on the northern and southern approaches**, at its intersection with Brown Street, as indicated in the attached drawing AT/WLB/99999/AA/C250, rev A, dated 1/1/2015, forming part of the approval decision.

1. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Roundabout control (with Give-Way control, traffic signals, or metering signals)

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 10.1 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to install a roundabout at an intersection of two or more streets. The roundabout approaches may be controlled by Give-Way controls, traffic signals, or metered signals.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **roundabout controlled by [Give-Way] [traffic signals] [metering signals]** is imposed at all times and road markings and signs erected at the intersection of **Road Name** and **Road Name**, as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Flush median

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.4 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to provide a flush median on the road.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.4 of the Land Transport Rule: Traffic Control Devices 2004 a **flush median** is to be provided on **Road Name** in the area(s) referred to as [**‘FM1’**] [**‘FM2’**] [**‘FM3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Edge line

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.5 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to provide an edge line on the road.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.5 of the Land Transport Rule: Traffic Control Devices 2004 an **edge line** is to be provided on **Road Name** in the area(s) referred to as **‘EL’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Shoulder markings

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.4 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to provide a shoulder marking or shoulder markings on the road.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.6 of the Land Transport Rule: Traffic Control Devices 2004 a **shoulder marking** is to be provided on **Road Name** in the area(s) referred to as [**‘SM1’**] [**‘SM2’**] [**‘SM3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Keep Clear zone

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 10.6 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

This pursuant is used to establish a keep clear zone on a section of road.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clause 10.6 of the Land Transport Rule: Traffic Control Devices 2004 a **‘Keep Clear’ zone** is to be provided on **Road Name** at its intersection with Road Name in the area referred to as [**‘KC1’**] [**‘KC2’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### No Passing restriction

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.3 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to provide a no passing zone along a section of road.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.3 of the Land Transport Rule: Traffic Control Devices 2004 a **no passing restriction** is imposed at all times and road markings applied on the following part of the roadway **Road Name** in the area(s) referred to as [**‘NP1’**] [**‘NP2’**] [**‘NP3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Layout of multiple lanes (without mandatory turning controls)

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.12 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

The purpose of this pursuant is to establish the layout of lanes on a road in situations where there are no arrow markings indicating mandatory movements from those lanes at an intersection.

*Note: Where there are arrow markings use* [*recommendation 4.2.5*](#_Layout_of_Lanes_1)*.*

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.12 of the Land Transport Rule: Traffic Control Devices 2004 **lanes** are provided for on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Variable lane control

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.13 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

This pursuant is used if the use of a lane is to be controlled by means of a variable lane control.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.13 of the Land Transport Rule: Traffic Control Devices 2004 **variable lane control** is to be imposed on **Road Name** in the area(s) referred to as to [**‘V1’**] [**‘V2’**] [**‘V3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Slow vehicle bay

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clause 7.1 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

This pursuant is used if a slow vehicle bay is to be provided to the left of the primary traffic lane for the use of drivers who choose to make way for vehicles that are travelling faster than them but who do not want to pull over and completely stop.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clause 7.1 of the Land Transport Rule: Traffic Control Devices 2004 a **slow vehicle bay** in the form of a lane to the left of the main traffic lane is to be provided on **Road Name** in the area(s) referred to as to [**‘SL1’**] [**‘SL2’**] [**‘SL3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Passing bay or lane

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clause 7.1 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

This pursuant is used if a passing bay or passing lane slow is to be provided to the right of the primary traffic lane for the use of drivers who are overtaking slower moving vehicles but without the need to cross the centre line. Are always used in conjunction with a no passing line.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clause 7.1 of the Land Transport Rule: Traffic Control Devices 2004 a **passing** [**bay**] [**lane**] in the form of a lane to the right of the main traffic lane is to be provided on **Road Name** in the area(s) referred to as to [**‘PL1’**] [**‘PL2’**] [**‘PL3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Delineators

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.10 of the TCD2004**

Approved by: Traffic Engineering Manager

Purpose:

This pursuant is used to separate a cycle path from the carriageway.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.10 of the Land Transport Rule: Traffic Control Devices 2004 **delineators** are to be provided on **Street Name**, in the area(s) referred to as [**‘D1’**] [**‘D2’**] [**‘D3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.

*Note: Delineators can be resolved along their entire length in one pursuant if the only gaps in the delineators are at intersections and driveways. If this is your case, you may substitute the pursuant below for A.*

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.10 of the Land Transport Rule: Traffic Control Devices 2004 **delineators** are to be provided on **Street Name**, except where interrupted by intersections and vehicles accesses, in the area(s) referred to as [**‘D1’**] [**‘D2’**] [**‘D3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

[Back to Table of Contents](#contents)

### Home zone

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 1.6 Land Transport Rule: Road User 2004**

Implemented by: Network Management and Safety

Purpose:

This control is used if there is an intention that an area of roadway be treated a shared zone (shared between vehicles and pedestrians) but parking of vehicles is to be allowed. The recommendation provides a record of the fact that it is the intention of the road controlling authority that his roadway be a shared zone for the purpose of making it clear that the definition of shared zone in the Road User Rule applies. This might most commonly occur in residential areas – so called “home zones”; but may also be used in other situations.

This type of shared zone is different from the shared zones covered by clause 13 of the AT Traffic Bylaw. The bylaw shared zone has a prohibition on parking unless specified differently and is used primarily for city centre-type shared zones.

*Note: If the intent is to restrict parking within the shared zone under the bylaw, the recommendation to use is found in* [*section 4.2.13*](#_Shared_Zone_1)*.*

Recommendation:

1. That pursuant to the definition in clause 1.6 of the Land Transport Rule: Road User 2004, **Road Name** is intended to be a **shared zone for pedestrians and vehicles,** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the resolution.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Advisory road marking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334(1) of the LGA1974**

Approved by: Network Management and Safety

Purpose:

These controls are used to formalise a sharrow marking, a “slow” road marking or a surface friction treatment.

*Note: These controls are not typically used for isolated advisory markings. If the advisory markings are shown in a plan for a formally resolved/approved control (e.g., a document that is resolving a cycle lane and a sharrow begins where the cycle lane ends), then the advisory markings should be included in the recommendations.*

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974, a **sharrow marking** is to be provided on **Street Name**, in the area(s) referred to as **‘AS’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
2. That pursuant to section 334 of the Local Government Act 1974, a **“slow” road marking** is to be provided on **Street Name**, in the area(s) referred to as **‘AS’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
3. That pursuant to section 334 of the Local Government Act 1974, **surface friction treatment** is to be provided on **Street Name**, in the area(s) referred to as **‘AS’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.
4. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
5. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

[Back to Table of Contents](#contents)

### Non-standard road marking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.9 of the TCD2004**

**Please consult Transport Controls Team Leader before considering this control.**

Approved by: Network Management and Safety

Purpose:

As AT embraces piloting different concepts and the use of tactical urbanism, a variety of non-standard road markings may gain approval to be used on the road. These recommendations can be used as a basis for approval of road markings that have a purpose connected with the use of the road.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.9 of the Land Transport Rule: Traffic Control Devices 2004 **road markings for speed management** are to be provided on **Street Name**, in the area(s) referred to as **‘AS’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.

*Note: Things like the polka dots on the roadway.*

1. That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.9 of the Land Transport Rule: Traffic Control Devices 2004 **road markings for guiding pedestrians** are to be provided on **Street Name**, in the area(s) referred to as **‘AS’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.

*Note: Things like painted kerb buildouts.*

1. That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.9 of the Land Transport Rule: Traffic Control Devices 2004 **road markings for warning of vulnerable road users** are to be provided on **Street Name**, in the area(s) referred to as **‘AS’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, forming part of the approval decision.

*Note: Things like flashing yellow in road illuminated pavement markers activated by approaching cycles.*

1. That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
2. That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004. For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

[Back to Table of Contents](#contents)

## List of recommendations for temporary traffic controls

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

### Restrictions: Stopping, standing and parking

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Implemented by: Road Corridor Access and Special Events

Purpose:

This allows **restrictions** on the stopping, standing or parking of vehicles on any road by vehicle description and by time and day.

Recommendation:

1. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, t**he stopping of any vehicle** on the road or part of the road described below **is prohibited** between the hours as shown in this resolution and will be evidenced by the appropriate signs.

**Street Name, Suburb**, length of temporary restriction. (Refer to static reference points such as intersections or property boundaries and the approximate distance. You may list multiple streets provided they will have identical restrictions placed on them.)

The above parking controls will apply during the following dates and times:

From: **Time and Date**

To: **Time and Date**

*Note: It is acceptable to state certain hours of the day for the period of works (i.e., from 7am to 4pm, from 3 November 2014 to 7 November 2014) or for the entire day during the period of works (from 7am, 3 November 2014 to 4pm, 7 November 2014). In the first instance, the parking will revert to regular use outside of the hours specified.*

*Example 1*

1. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, t**he stopping of any vehicle** on the road or part of the road described in this resolution **is prohibited** between **7:00am and 4:00pm** and will be evidenced by the appropriate signs.

**Beachcroft Avenue, Onehunga**, both kerb lines from a point 40.0m from the eastern kerb line of Church Street, extending east to a point 84.0m from the western kerb line of George Terrace.

The above parking controls will apply during the following dates and times:

From: **3 November 2014**

To: **7 November 2014**

*Example 2*

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

1. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, t**he stopping of any vehicle** on the road or part of the road described in this resolution **is prohibited** between the hours as shown in this resolution and will be evidenced by the appropriate signs.

**Beachcroft Avenue, Onehunga**, both kerb lines from a point 40.0m from the eastern kerb line of Church Street, extending east to a point 84.0m from the western kerb line of George Terrace.

The above parking controls will apply during the following dates and times:

From: **7:00am, 3 November 2014**

To: **4:00pm, 7 November 2014**

1. Signs for [this restriction] [these restrictions] may be erected up to **insert number of hours hours before each start date and time as specified**. [FOR TEMPORARY ROAD WORKS, ALSO INCLUDE THIS The temporary parking restriction shall apply for the minimum time and length necessary to carry out the work. The work is to be undertaken in sections not to exceed 150 metres.]
2. The [contractor] [event organiser] will only request enforcement of the abovementioned controls if there is an infringement which is physically affecting their ability to safely [undertake the work] [organise the event] described.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in this resolution are **suspended** for the time this resolution is operational.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Parking for specified class of motor vehicles displaying approved permits or liveries

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Road Corridor Access and Special Events

Purpose:

This resolution applies to specific vehicles displaying liveries or permits parking in a road / building e.g. shared vehicles, police, construction vehicles; utility vehicles (other than for emergencies); temporary event vehicles e.g. filming sporting events.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012,
2. Except as set out in (iii), the [piece of land] [length of road] [building] described below is specified to be a parking place;
3. parking spaces are reserved in the parking place specified in this resolution for the exclusive use of **specified authorised vehicles** displaying **approved [permits] [insert name of organisation liveries]**;
4. parking places are not specified for areas that are within 500mm of a fire hydrant; or within 6m of the approach side of pedestrian crossings; [IF THE ROAD REMAINS OPEN FOR TRAFFIC THEN ALSO INCLUDE or within 6m of an intersection; or within 1m of vehicle entrances; or near any corner, curve, hill, traffic island or intersection, if parking a vehicle there would obstruct the view of the roadway for approaching drivers;] and
5. the time for the parking of vehicles in the parking place described in this resolution are as described below;
6. the conditions subject to the parking place described in this resolution will be evidenced by the appropriate signs.

**Street Name, Suburb**, length of temporary restriction. (Refer to static reference points such as intersections or property boundaries and the approximate distance)

The above parking controls will apply during the following dates and times:

From: **Time and Date**

To: **Time and Date**

1. Signs for [this restriction] [these restrictions] may be erected up to **insert number of hours hours before each start date and time as specified**. [FOR TEMPORARY ROAD WORKS, ALSO INCLUDE THIS The temporary parking restriction shall apply for the minimum time and length necessary to carry out the work. The work is to be undertaken in sections not to exceed 150 metres.]
2. The [contractor] [event organiser] will only request enforcement of the abovementioned controls if there is an infringement which is physically affecting their ability to safely [undertake the work] [organise the event] described.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in this resolution are **suspended** for the time this resolution is operational.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004. For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Loading zone

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Road Corridor Access and Special Events

Purpose:

The purpose of the following pursuant is to restrict a piece of land, part of a road, or building or part of a building to be a loading zone for the stopping, standing or parking of any vehicle or specific class of vehicle [*“class of vehicle” is defined in clause 5 of the bylaw]* and limit the maximum time of loading to five minutes (or longer).

*Note: It is now goods vehicles that are allowed to use loading zones (not goods service vehicles). Also, even for temporary loading zones, signs and markings must conform to TCD standards to be enforceable.*

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [length of road] [piece of lane] [building] described below is reserved as a parking place in the form of a **loading zone.** Use of the loading zone is restricted to **authorised vehicles only.**  Vehicles authorised for this purpose are vehicles related to the **[event] [construction work being undertaken] [at insert address] [on insert Street Name].**

**Street Name, Suburb**, length of temporary restriction. (Refer to static reference points such as intersections or property boundaries and the approximate distance)

The above parking controls will apply during the following dates and times:

From: **Time and Date**

To: **Time and Date**

1. Signs for [this restriction] [these restrictions] may be erected up to **insert number of hours hours before each start date and time as specified**. [FOR TEMPORARY ROAD WORKS, ALSO INCLUDE THIS The temporary parking restriction shall apply for the minimum time and length necessary to carry out the work. The work is to be undertaken in sections not to exceed 150 metres.]
2. The [contractor] [event organiser] will only request enforcement of the abovementioned controls if there is an infringement which is physically affecting their ability to safely [undertake the work] [organise the event] described.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in this resolution are **suspended** for the time this resolution is operational.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Bus parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Implemented by: Special Events

Purpose:

The purpose of the following pursuant is to restrict a piece of land, part of a road, or building or part of a building to be a bus parking area.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012,
2. the [piece of land] [length of road] [building] described below is specified to be a parking place in the form of a **bus parking place**;
3. the time for the parking of buses in the parking place described in this resolution are as designated below;
4. the conditions subject to the parking place described in this resolution will be evidenced by the appropriate signs.

**Street Name, Suburb**, length of temporary restriction. (Refer to static reference points such as intersections or property boundaries and the approximate distance)

The above parking controls will apply during the following dates and times:

From: **Time and Date**

To: **Time and Date**

1. Signs for [this restriction] [these restrictions] may be erected up to **insert number of hours hours before each start date and time as specified**. [FOR TEMPORARY ROAD WORKS, ALSO INCLUDE THIS The temporary parking restriction shall apply for the minimum time and length necessary to carry out the work. The work is to be undertaken in sections not to exceed 150 metres.]
2. The [contractor] [event organiser] will only request enforcement of the abovementioned controls if there is an infringement which is physically affecting their ability to safely [undertake the work] [organise the event] described.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in this resolution are **suspended** for the time this resolution is operational.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Mobility parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 20 Auckland Transport Traffic Bylaw 2012**

Implemented by: Road Corridor Access and Special Events

Purpose:

The purpose of this pursuant is to resolve an area as being reserved exclusively for vehicles displaying an approved mobility parking permit and restricting that parking to a maximum time. Each area described will need to indicate the times if they apply.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974, clause 19 and clause 20 of the Auckland Transport Bylaw 2012
2. the [length of road] [piece of lane] [building] described below is specified to be a parking place in the form of a **mobility parking place**;
3. mobility parking spaces are reserved in the parking place specified in this resolution for the exclusive use of vehicles driven by or carrying disabled persons and displaying a current approved mobility permit;.
4. parking spaces are reserved between the dates and hours as shown below;
5. the maximum time allowed for the parking of a vehicle displaying an operation mobility card or permit is defined as **[at all times] [insert time limit minutes]**.
6. each reserved parking space described in this resolution will be indicated by the appropriate signs.

**Street Name, Suburb**, length of temporary restriction. (Refer to static reference points such as intersections or property boundaries and the approximate distance)

The above parking controls will apply during the following dates and times:

From: **Time and Date**

To: **Time and Date**

1. Signs for [this restriction] [these restrictions] may be erected up to **insert number of hours hours before each start date and time as specified**. [FOR TEMPORARY ROAD WORKS, ALSO INCLUDE THIS The temporary parking restriction shall apply for the minimum time and length necessary to carry out the work. The work is to be undertaken in sections not to exceed 150 metres.]
2. The [contractor] [event organiser] will only request enforcement of the abovementioned controls if there is an infringement which is physically affecting their ability to safely [undertake the work] [organise the event] described.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in this resolution are **suspended** for the time this resolution is operational.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Eden Park resident only parking

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 21 Auckland Transport Traffic Bylaw 2012**

This resolution is for residents’ only parking during Eden Park events.

Implemented by: Special Events

Purpose:

This pursuant is used to specify a parking place, on a road, part of a road, zone or building or part of a building to be a residents' only parking during Eden Park events. Residents must display a current approved resident’s parking permit. The time the restriction is active must be stated in the resolution.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 21 of the Auckland Transport Bylaw 2012
2. the [length of road] [piece of lane] [building] described below is specified to be a parking zone;
3. the parts of the road described in this resolution are reserved for the exclusive parking of motor vehicles displaying a valid **Eden Park Residents Only Parking** parking permit;
4. the operation of the “Residents Only Parking Zone” is limited to the hours as designated below;
5. the conditions subject to the parking place described in this resolution will be evidenced by the appropriate signs.

**Street Name, Suburb**, length of temporary restriction. (Refer to static reference points such as intersections or property boundaries and the approximate distance)

The above parking controls will apply during the following dates and times:

From: **Time and Date**

To: **Time and Date**

1. Signs for [this restriction] [these restrictions] may be erected up to **insert number of hours hours before each start date and time as specified**.
2. The event organiser will only request enforcement of the abovementioned controls if there is an infringement which is physically affecting their ability to safely organise the event described.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in this resolution are **suspended** for the time this resolution is operational.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### No Stopping At All Times

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Implemented by: Road Corridor Access

Purpose:

This resolution enables parking by any vehicles to be **prohibited** at all times during road works.

*Note: This pursuant is used for works that will have a long-term impact on a neighbourhood and for the purposes of providing vehicle manoeuvrability for trucks. All vehicles are prohibited from stopping, standing, or parking, including contractors’ vehicles. Tape, not paint, should be used to mark the NSAAT lines for ease of removal.*

Recommendation:

1. That pursuant to clause 18 of the Auckland Transport Bylaw 2012, **the stopping, standing, or parking of any vehicle is prohibited at all times** during the period between **start date** and **end date** on the [length of road] [piece of lane] [building] described below.

**Street Name, Suburb**, length of temporary restriction. (Refer to static reference points such as intersections or property boundaries and the approximate distance)

1. Signs for [this restriction] [these restrictions] may be erected up to **insert number of hours hours before each start date and time as specified**. The temporary parking restriction shall apply for the minimum time and length necessary to carry out the work. The work is to be undertaken in sections not to exceed 150 metres.
2. The contractor will only request enforcement of the abovementioned controls if there is an infringement which is physically affecting their ability to safely undertake the work described.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in this resolution are **suspended** for the time this resolution is operational.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

### Road closure

[Table of Contents](#_Table_of_Contents)

[List of Recommendations](#_Appendix_D_–)

Section 4

**Section 342(1)(b) and clause 11(e) to Schedule 10 of the LGA1974**

Implemented by: Special Events

Purpose:

The purpose of this pursuant is to close a road temporarily to traffic for special events.

Recommendation:

1. That pursuant to section 342(1)(b) and clause 11(e) to Schedule 10 of the Local Government Act 1974
2. The length of road described below is **closed** to [**all traffic, including pedestrians**] [**motor vehicles**] [**vehicles**] [except as specified in (ii) and (iii)];
3. **Specified authorised vehicles** displaying **approved [permits] [insert name of organisation liveries]** may drive on the closed road;
4. An entry fee may be charged by the organiser of the event for which the road is closed and entry to that area of the closed road is limited to those who pay the fee. (Fees do not apply to emergency services or occupants of properties adjoining that road when accessing that property.)

**Street Name, Suburb**, length of temporary restriction. (Refer to static reference points such as intersections or property boundaries and the approximate distance)

The above road closure will apply during the following dates and times:

From: **Time and Date**

To: **Time and Date**

1. Signs for [this restriction] [these restrictions] may be erected up to **insert number of hours hours before each start date and time as specified**.
2. The contractor will only request enforcement of the abovementioned controls if there is an infringement which is physically affecting their ability to safely [organise the event described.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in this resolution are **suspended** for the time this resolution is operational.

*For exact implementation specifications, refer to the Land Transport Rule 54002: Traffic Control Devices 2004.*

*For any queries and further assistance in regard to resolutions please contact Anthony Herath at* [*anthony.herath@at.govt.nz*](mailto:anthony.herath@at.govt.nz)*.*

[Table of Contents](#_Table_of_Contents)