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## Appendix D – Recommendations

# 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 recommendation, 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 Unit](mailto:transportcontrolsrequest@aucklandtransport.govt.nz?subject=Recommendations%20-%20Request%20for%20assistance).

Notes are shown in red and examples are shown in green. These are provided for information purposes. Notes and other information in red should be deleted after reading and following the instructions where appropriate.

## Revocation and effective date clauses of resolutions

*The following “revocations” and “coming into effect” provisions are to be used in each permanent 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 or decisions about traffic controls made under any bylaw or other Road Controlling Authority power are revoked to the extent that they are incompatible with the traffic controls resolved in this report.”

*Effective date clause:*

“The traffic controls, restrictions and/or prohibitions resolved in this report are resolved from the date the decision was made. Each control, restriction or prohibition takes effect and may be enforced either immediately or, if dependent on a traffic control device, once the traffic control devices specified for it under the Land Transport Rule: Traffic Control Devices 2004 are installed.”

## Revocation and effective date clauses of parking zone resolutions

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

*Savings clause:*

“That any previous resolutions about [no stopping at all times] [bus stops] [Pmins] [small passenger service vehicle stands] [mobility parking] [loading zones] [state all other restrictions in the zone that are to be saved] in the **zone description** indicated as **‘PZ#’** in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX made pursuant to any bylaw are saved by this resolution and continue in force in the current locations.”

*Revocation clause:*

“That any previous resolutions not covered by (insert clause letter for “savings” clause above e.g. F) made pursuant to any bylaw or other Road Controlling Authority power, to the extent that they are incompatible with the traffic controls resolved in this report are revoked.”

*Effective date clause:*

“The traffic controls, restrictions and/or prohibitions resolved in this report are resolved from the date the decision was made. Each control, restriction or prohibition takes effect and may be enforced either immediately or, if dependent on a traffic control device, once the traffic control devices specified for it under the Land Transport Rule: Traffic Control Devices 2004 are installed.”

## Revocation and effective date clauses of Traffic Ops reports

*The following “revocations” and “coming into effect” provisions are to be used in the Permanent Traffic Controls Changes report, which is used if and only if the report contains only traffic controls, none of which need a TCC decision.*

*Revocation clause:*

“That any previous resolutions or decisions about traffic controls made pursuant to any bylaw or other Road Controlling Authority power, to the extent that they are incompatible with the traffic controls approved in this report are revoked.”

*Effective date clause:*

“The traffic controls, restrictions and/or prohibitions approved in this report are approved from the date the decision was made. Each control, restriction or prohibition takes effect and may be enforced either immediately or, if dependent on a traffic control device, once the traffic control devices specified for it under the Land Transport Rule: Traffic Control Devices 2004 are installed.”

## Effective date clause of revoked/removed controls

*The following “coming into effect” provision is to be used in any report where a control (or controls) is/are being explicitly revoked/removed rather than being replaced by another control. This is added as the very last clause in the recommendations. It is included with and must come after the standard effective date clause.*

*Effective date clause:*

“The revocation of each traffic control, restriction or prohibition in recommendation(s) insert pursuant letter(s) for the control(s) being specifically removed rather than replaced (e.g. F.) takes effect either immediately or, if dependent on a traffic control device, the revocation takes effect once the traffic control devices specified for it under the Land Transport Rule: Traffic Control Devices 2004 are removed.”

If there are no controls being specifically revoked without being replaced by a conflicting control do not use this paragraph.

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

*The following “signage installation” 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 **25 hours** before each start date and time as specified.”

*Revocation clause:*

“That excluding permanent ‘No Stopping’ areas evidenced by broken yellow lines, any other previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they are incompatible 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” 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:*

“The traffic controls, restrictions and/or prohibitions resolved in this report are resolved from the date the decision was made. Each control, restriction or prohibition takes effect and may be enforced as specified below.

Start: [date] [time and date]

End: [date] [time and date]

Traffic Control Devices for [this restriction] [these restrictions] may be erected up to **25 hours** before each start date and time as specified.”

Note: that the date alone will usually be enough for long-term temporary controls, but the time might be relevant for shorter time periods. This sets out the overall period of the temporary controls but sometimes there will be limited controls within that period – like a construction loading zone that reverts to ordinary parking during the evening. Those time restrictions will be set out inside the recommendation.

*Revocation clause:*

“That any previous resolutions or decisions about traffic controls made pursuant to any bylaw or other Road Controlling Authority power, to the extent that they are incompatible with the traffic controls resolved in this report are **suspended** for the time this resolution is operational.”

## Bylaw identification

In a change from previous report templates space will be saved in the recommendations by only setting out the full title of the bylaw once. This will be done as a standalone recommendation at the start of the recommendations:

*Bylaw Clause:*

“That for the purpose of these recommendations any reference to “the Bylaw” is a reference to the Auckland Transport Traffic Bylaw 2012 and that any references to “the Council Bylaw” is a reference to the Auckland Council Traffic Bylaw 2015.”

## Drawing identification

In a change from previous report templates where the drawing was specifically referred to in each relevant recommendation from this report template moving forward it is intended that the drawing for each individual report will only identified once at the start of the recommendations. All subsequent recommendations for the individual controls will be taken as referring to that drawing. At most a sheet number (or sheet numbers) will be referred to in the individual recommendations.

*Drawing Clause:*

“That the drawing(s) identified as \*Insert drawing number(s), full range of sheet numbers, revision number and date of drawing\* forms part of this Traffic Control Order as a representation of the area covered by this decision. The labelled controls, restrictions and/or prohibitions in the drawing correspond to the references to those labels set out below unless otherwise stated.”

## Local Government Act 1974 section 591

The law does not allow parking on the road by default. Leaving private property on the road without authorisation is arguably an encroachment and an offence under [section 357 of the LGA74](https://www.legislation.govt.nz/act/public/1974/0066/latest/DLM420720.html). But that Act also allows for parking places to be provided. This process amounts to the authorisation required to make leaving private vehicles on the road legal. The [LGA74 section 591](http://www.legislation.govt.nz/act/public/1974/0066/latest/DLM422371.html) and clause 19 of the AT Traffic Bylaw allow AT to provide a parking place on the road and a reference to this clause is included in the report along with any recommendations that establish a parking place or area or restriction to that parking place or area.

Previously each parking recommendation started by declaring that area to be a parking place but to streamline this we now propose to do a general recommendation applying to all the kerbside edges in the area of the report.

*Parking place clause (general)*

That pursuant to section 591(1)(d) of the Local Government Act 1974 and clause 19(1)(a) of the Bylaw the kerbside edges of all the roadways within the area covered by this decision are authorised for use as a parking place except for locations where parking is prohibited under the Bylaw or other legislation.

*Note: parking inside the area of an intersection or within 6m of an intersection is prohibited under the Road User Rule and so is parking within 6m of a pedestrian crossing unless this is expressly allowed and indicated by signs or markings. The general kerbside recommendation above will not allow for those areas to be parking places because they are prohibited by legislation. So, if it is specifically intended that parking be allowed for example across the top of a T-intersection or an indented bay next to a pedestrian crossing kerb build out then that space will need to be expressly resolved as a parking place to override the prohibition. For full coverage, both the general and the specific recommendations will be needed.*

That pursuant to section 591(1)(d) of the Local Government Act 1974, clause 19(1)(a) of the Bylaw and clause [6.3(2) *intersections*] [6.5(3) *pedestrian crossings*] of the Land Transport (Road User) Rule 2004 the marked area(s) referred to as **PA#** on **Road Name(s)** on sheet(s) # are authorised for use as a parking place.

Example

That pursuant to section 591(1)(d) of the Local Government Act 1974, clause 19(1)(a) of the Bylaw and clause 6.3(2) of the Land Transport (Road User) Rule 2004 the marked area referred to as **PA1** on **Tahuhu Road** on sheet 1 is authorised for use as a parking place.

*Note: where parking places are to be resolved beyond a cycle lane and so not at the kerbside edge, the following recommendation will be added:*

That pursuant to section 591(1)(d) of the Local Government Act 1974 and clause 19(1)(a) of the Bylaw, the marked area(s) beside the central edge of the delineators or flush traffic islands separating the cycle lane from other lanes referred to as **PA#** on **Road Name(s)** on sheet(s) # are authorised for use as a parking place. For the avoidance of doubt, these parking places are not affected by the no stopping at all times markings within the cycle lane but are subject to all other relevant parking prohibitions under the Bylaw or other legislation.

Example

That pursuant to section 591(1)(d) of the Local Government Act 1974 and clause 19(1)(a) of the Bylaw, the marked areas beside the central edge of the delineators or flush traffic islands separating the cycle lane from other lanes referred to as **PA1** to **PA15** on **Queen Street** on sheets 1 to 3 are authorised for use as a parking place. For the avoidance of doubt, these parking places are not affected by the no-stopping-at-all-times markings within the cycle lane but are subject to all other relevant parking prohibitions under the Bylaw or other legislation.

*Note: in some locations (mostly – but not exclusively – rural) where the road does not have a formed kerb it will be suitable for vehicles to be parked partially or entirely on the road margin. An additional or alternative s591 wording will be required for this.*

That pursuant to section 591(1)(d) of the Local Government Act 1974 and clause 19(1)(a) of the Bylaw, on roads within the area covered by this decision which do not have a kerb, the road margins and roadway edges of the roads are authorised for use as a parking place except for locations where parking would obstruct traffic on the roadway and locations where parking is prohibited under the Bylaw or other legislation.

## Numbering style

Most recommendations are of a simple enough construction to be contained within a single paragraph. These are numbered with a capital letter followed by a full stop – A. B. C., etc. If the report is so large that it contains more than 26 recommendations use double capital letters – Y. Z. AA. BB. CC., etc. Occasionally, the individual recommendation is spread over two or more paragraphs at the same level of structure – in these cases the second paragraph is not numbered and is treated as an extension of the first paragraph.

However, some recommendations are complex and involve a number of linked paragraphs at different levels of structure – for example parking zones with permit schemes and pedestrian malls. In these cases, the top level of the structure stays the same – capital letters with full stop – A. B. C., etc. The second level is indented and uses capital roman numerals followed by a full stop – I. II. III., etc. The third level of structure is indented further and uses lower-case letters followed by a full stop – a. b. c., etc. The fourth level of structure is indented again and uses lower-case roman numerals followed by a full stop – i. ii. Iii., etc. In the extremely unlikely event of another level being required the sequence could restart using round brackets rather than full stops.

A.

I.

a.

i.

(A)

## Using these recommendations

Bold v regular text – Where the template recommendation uses bold text, the text in the report recommendation should also use bold text. Where the template has regular text, the report should also use regular text. If information needs to be replaced in the template, it should follow the same formatting as the template shows. For example, if the template has Road Name, the road name that replaces this text must also be in bold type. Where the template had Road Name, the road name that replaces this text will be in regular type.

(s) – For any nouns in the recommendation template that includes (s) at the end of the noun, it is intended that the user use either the singular or plural of that noun. Area(s) is to be replaced by “area” or “areas”; it is not to be left as “area(s)”. For example, it would be “in the area referred to as A1” or “in the areas referred to as A1 and A2”. Please proofread your recommendations for the proper usage of the language before submitting your report.

Default conditions – Some Soe traffic and many parking controls can have conditions applied to the controls, like operating times – between the hours of or at all times – or certain vehicle types – like any vehicle, goods vehicles, etc. In most of the cases where an operating time condition can be applied, “at all times” is the most common condition that is applied to the control. To reduce the amount of bold text within the recommendation language, the ‘default’ conditions of a control will be noted. If the default condition is what is applied to the traffic control or parking restriction, the text will not be in bold type. Any deviation from the ‘default’ condition will be shown in bold text.

## The order of the recommendations

Whilst there is no set order for the recommendations, users of a report commonly look for certain recommendations more often than others. Therefore, to make it easier for the users of your report to find the information they seek, you want to start with the recommendations that are the purpose of the proposal. For example, if the purpose of your project is to create a bus lane, then the bus lane recommendation and any others associated with the bus lane should come at or near the beginning of the recommendations. Don’t make a reader search what could be pages of recommendations (for the larger projects) looking for the ones that pertain to the project.

After this, recommendations tend to be ordered in terms of the more commonly enforced traffic and parking controls, such as no stopping at all times, parking restrictions, intersection controls, pedestrian crossings, traffic islands and road humps. Recommendations that are enforced by AT are usually placed ahead of those enforced by the New Zealand Police.

Traffic controls that are less commonly enforced are usually placed after the above, like edge lines, lane markings, etc.

Warning and advisory controls are placed at the end of the recommendations that establish traffic or parking controls.

Recommendations that revoke a traffic control are commonly grouped together at the very end of the recommendations. This allows a reader to quickly identify all traffic controls that are being explicitly revoked.

## Revoking individual traffic controls

Whilst completely replacing an existing traffic control with a new traffic control revokes the existing traffic control under the standard revocation clause, if a control is not entirely replaced, it must be explicitly revoked. It is also occasionally preferred that a traffic control that is entirely replaced by another control still be specifically revoked.

An “R” is added in front of the usual label to denote revoked controls. The phrase “revoked” should come at the end of the clause and be in bold text. Any conditions that were originally applied to the traffic control are not included in the revocation (because conditions don’t matter for something being removed).

It is important to note that the revocation is not revoking the traffic control itself, but is revoking the original decision for that traffic control. Therefore, the language to be used generally follows the same language as the general recommendation, but revokes the previous decision to provide/specify, etc the traffic control. In other words, if the original language provides the traffic control, then the decision to provide that control is revoked. This might be best illustrated with some examples.

1. No stopping at all times revocation: That pursuant to clause 18 of the Bylaw, the previous decision to prohibit the stopping, standing or parking of any vehicle at all times on **Road Name** in the area(s) referred to as **RA#** as indicated on sheet(s) #, is **revoked**.
2. Loading zone revocation: That pursuant to clause 19 of the Bylaw, the previous decision to specify a loading zone on **Road Name** in the area(s) referred to as **RLZ#** as indicated on sheet(s) #, is **revoked**.
3. Traffic island revocation: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 the previous decision to provide a traffic island on **Road Name** in the area(s) referred to as **RT#** as indicated on sheet(s) #, is **revoked**.

There may be recommendations that don’t conveniently conform to this format. In those cases, talk to [Transport Controls](mailto:TransportControlsRequest@at.govt.nz?subject=I%20need%20recommendation%20language%20to%20revoke%20a%20traffic%20control) for the appropriate revocation language to use.

# List of recommendations for vehicle and road use restrictions

## One-way road

**Clause 7 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: New Zealand Police

Purpose: This restriction is implemented as a road safety measure.

1. One-Way Road: That pursuant to clause 7 of the Bylaw, a one-way road control is imposed on **Road Name** (describe the extents of the one-way road) in the direction indicated on sheet(s) #.

*Note: If a marked cycle lane will be added to the road, the* [*Special vehicle lane – cycle lane*](#_Special_vehicle_lane_7) *recommendation needs to be included in the Recommendations section of the report.*

*If the cycle lane will also be a contra-flow cycle lane, along with the*[*Special vehicle lane – cycle lane*](#_Special_vehicle_lane_7) *recommendation, the following form of the one-way road recommendation must be added.*

*Note: if the there is a contra-flow cycle lane on a one-way road, use the recommendation below instead of the one above.*

1. One-Way Road (with contra-flow cycle lane): That pursuant to clause 7 of the Bylaw, a one-way road control is imposed on **Road Name** (describe the extents of the one-way road) in the direction indicated on sheet(s) #, except for the contra-flow cycle lanereferred to as **CL#**.

Examples

One-Way Road**:** That pursuant to clause 7 of the Bylaw, a one-way road control is specified on **Captain Scott Road** (from West Coast Road to Glenmall Place) in the direction indicated on sheet 1.

One-Way Road (with contra-flow cycle lane): That pursuant to clause 7 of the Bylaw, a one-way road control is specified on **Federal Street** (from Fanshawe Street to 32 metres north of Swanson Street) in the direction indicated on sheets 1 and 2, except for the contra-flow cycle lane referred to as CL1-2.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Prohibited left or right turn

**Clause 8 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: New Zealand Police

Purpose: This restriction is implemented as a road safety measure.

1. Prohibited right, left or straight ahead: That pursuant to clause 8 of the Bylaw, a [**right-turn**] [**left-turn**] [**straight ahead**] [**describe banned movements**] **ban** is imposed for [all vehicles] or [insert specific types of vehicles prohibited and types of vehicles exempted from the prohibition] from **Road Name** onto Road Name as indicated on sheet(s) #.

*Note: Information on the drawing indicating the location of turn ban signs should be adequate to demonstrate which direction of travel is being banned from turning from one road into another road. If there is any room for doubt additional information can be added to describe the direction of travel*

Examples

Prohibited right, left or straight ahead: That pursuant to clause 8 of the Bylaw, a **right**-**turn ban** is imposed for all vehicles from **Lincoln Road** onto the SH16 northbound off-ramp as indicated on sheet 3.

Prohibited right, left or straight ahead: That pursuant to clause 8 of the Bylaw, a **left-turn** **ban** is imposed for heavy vehicles longer than 12.6m from **Great South Road** onto Manukau Road as indicated on sheet 1.

Prohibited right, left or straight ahead: That pursuant to clause 8 of the Bylaw, a banon going **straight ahead** is imposed for all vehicles except authorised vehicles, or buses, motorcycles, mopeds and cycles from **Albert Street** onto Lower Albert Street as indicated on sheet 1. An authorised vehicle for this purpose is any vehicle visiting, and making delivers to, collections from or providing services to Commercial Bay properties.

Prohibited right, left or straight ahead: That pursuant to clause 8 of the Bylaw, a **right**-**turn ban** is imposed for all vehicles from north-westbound **Lloyd Avenue** onto New North Road as indicated on sheet 6.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Restriction: Bus left or right turn

**Clause 8 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: New Zealand Police

Purpose: This restriction is implemented as a bus priority measure.

1. Priority bus right, left or straight ahead: That pursuant to clause 9 of the Bylaw, the requirement to [turn left] [turn right] [go straight ahead] [describe direction] applies to the arrow-marked [left] [right] [centre] lane on **Road Name** for all vehicles except buses, motorcycles, mopeds and cycles which may [go **straight ahead**] [**turn left**] [**turn right**] onto to the bus lane as indicated on sheet(s) #.

Example

Priority bus right, left or straight ahead: That pursuant to clause 9 of the Bylaw, the requirement to turn left applies to the arrow-marked left lane on **Lake Road** for all vehicles except buses, motorcycles, mopeds and cycles which may go **straight ahead** onto the bus lane as indicated on sheet 1.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Prohibited U-turn

**Clause 8 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: New Zealand Police

Purpose: This restriction is implemented as a road safety measure.

1. Prohibited U-turn: That pursuant to clause 8 of the Bylaw, a U-turn ban is imposed on **Road Name** describe section of road where U-turns are prohibited as indicated on sheet(s) #.

Example

Prohibited U-turn: That pursuant to clause 8 of the Auckland Transport Traffic Bylaw 2012, a U-turn ban is imposed on **Northcote Road** at its intersections with the Northern Motorway ramps as indicated on sheets 1 and 2.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

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

**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**

Proposed by: Road Network Operations

Enforcement: New Zealand Police

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

1. Layout of lanes restricted to road users travelling straight and/or turning: That pursuant to clause 9 of the Bylaw, section 334 of the Local Government Act 1974, and noting 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 on sheet(s) #.

Example

Layout of lanes restricted to road users travelling straight and/or turning: That pursuant to clause 9 of the Bylaw, section 334 of the Local Government Act 1974, and noting 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 **Alex Evans Street** as indicated on sheet 1.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Special vehicle lane – bus lane

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: Parking Compliance

Purpose: This recommendation is used to restrict the use of a traffic lane to buses, motorcycles, mopeds, and cycles. The special vehicle lane can be set to apply at all times or at specified times on specified days.

*Note: It may be possible to resolve longer SVLs without drawing the full length using the double arrow technique. But it is best to draw both ends if there is an intersection or other controls near the ends. Please discuss this with the* [*Transport Controls Unit*](mailto:transportcontrolsrequest@at.govt.nz?subject=Bus%20Lane%20-%20Can%20I%20resolve%20my%20bus%20lane%20without%20a%20drawing?) *for more information.*

1. Bus lane: That pursuant to clause 10 of the Bylaw, the area(s) referred to as **BL#** on **Road Name** as indicated on sheet(s) # is specified as a special vehicle lane, in the form of abus lanerestricted to buses, cycles, mopeds and motorcycles [at all times] [between the hours of **operating time/days**].

*Note: “At all times” is considered to be the “default” time period for a special vehicle lane. If “at all times” is chosen as the operating hours, the time period is not shown in bold text. Any deviation from an “at all times” condition will be shown in bold text.*

Example

Bus lane: That pursuant to clause 10 of the Bylaw, the area referred to as **BL1** on **Fanshawe Street** as indicated on sheets 1 to 3 is specified as a special vehicle lane, in the form of abus lane restricted to buses, cycles, mopeds and motorcycles at all times.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Special vehicle lane – bus only lane

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: Parking Compliance

Purpose: This recommendation is used to restrict the use of a traffic lane to buses. The special vehicle lane can be set to apply at all times or at specified times on specified days.

*Note: It may be possible to resolve longer SVLs without drawing the full length using the double arrow technique. But it is best to draw both ends if there is an intersection or other controls near the ends. Please discuss this with the* [*Transport Controls Unit*](mailto:transportcontrolsrequest@at.govt.nz?subject=Bus%20Lane%20-%20Can%20I%20resolve%20my%20bus%20lane%20without%20a%20drawing?) *for more information.*

1. Bus only lane: That pursuant to clause 10 of the Bylaw, the area(s) referred to as **BO#** on **Road Name** as indicated on sheet(s) # is specified as a special vehicle lane in the form of abus only lane restricted to buses [at all times] [between the hours of **operating time/days**].

*Note: “At all times” is considered to be the “default” time period for a special vehicle lane. If “at all times” is chosen as the operating hours, the time period is not shown in bold text. Any deviation from an “at all times” condition will be shown in bold text.*

Example

Bus only lane: That pursuant to clause 10 of the Bylaw, the area referred to as **BO1** on **Esmonde Road** as indicated on sheets 2 and 3 is specified as a special vehicle lane in the form of abus only lanerestricted to busesat all times.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Special vehicle lane – cycle lane

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: Parking Compliance

Purpose: This recommendation is used to restrict the use of a lane to cycles.

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

1. Cycle lane: That pursuant to clause 10 of the Bylaw, the area(s) referred to as **CL#** on **Road Name** as indicated on sheet(s) # is specified as a special vehicle lane in the form of acycle lane restricted tocycles at all times,except where interrupted by bus stops.
2. No stopping at all times: That pursuant to clause 18 of the Bylaw, the stopping, standing or parking of vehicles is prohibited at all times in the area(s) referred to as **CL#** on **Road Name** as indicated on sheet(s) #, except where interrupted by bus stops.

*Note: All cycle lanes (including protected cycle lanes) must include the separate recommendation for BYLs.*

*Note: Use the recommendation below in place of the second paragraph above if the cycle lane will be occasionally outside a car parking area either in an indented parking bay or where the road was wide enough to allow for a cycle lane outside kerbside parking.*

1. No stopping at all times: That pursuant to clause 18 of the Bylaw, the stopping, standing or parking of vehicles is prohibited at all times in the area(s) referred to as **CL#** on **Road Name** as indicated on sheet(s) #, except where interrupted by bus stops or specified parking spaces.

Example

Cycle lane: That pursuant to clause 10 of the Bylaw, the areas referred to as **CL1** and **CL2** on **Portage Road** as indicated on sheets 1 to 3 is specified as a special vehicle lane in the form of acycle lane restricted to cycles at all times, except where interrupted by bus stops.

No stopping at all times: That pursuant to clause 18 of the Bylaw, the **stopping, standing or parking of vehicles is prohibited at all times** in the areas referred to as **CL1** and **CL2** on **Portage Road** as indicated on sheets 1 to 3**,** except where interrupted by bus stops or specified parking spaces.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Special vehicle lane – transit lane

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: Parking Compliance

Purpose: This recommendation 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, and motorcycles. The special vehicle lane can be set to apply at all times or at specified times on specified days.

*Note: It may be possible to resolve longer SVLs without drawing the full length using the double arrow technique. But it is best to draw both ends if there is an intersection or other controls near the ends. Please discuss this with the* [*Transport Controls Unit*](mailto:transportcontrolsrequest@at.govt.nz?subject=Transit%20Lane%20-%20Can%20I%20resolve%20my%20transit%20lane%20without%20a%20drawing?) *for more information.*

1. Transit lane: That pursuant to clause 10 of the Bylaw, the area(s) referred to as **TL#** on **Road Name** as indicated on sheet(s) # is specified as a special vehicle lane in the form of atransit and heavy vehicles lane restricted to passenger service vehicles, motor vehicles carrying not less than[**two (2)**] [**three (3)**] **persons** (including the driver), cycles, mopeds, motorcycles and motor vehicles having a gross vehicle mass exceeding 3500 kg [at all times] [between the hours of **operating time/days**].

*Note: “At all times” is considered to be the “default” time period for a special vehicle lane. If “at all times” is chosen as the operating hours, the time period is not shown in bold text. Any deviation from an “at all times” condition will be shown in bold text as in the example below.*

Example

Transit lane: That pursuant to clause 10 of the Bylaw, the areas referred to as **TL1** and **TL2** on **Constellation Drive** as indicated on sheets 1 and 2 is specified as a special vehicle lane in the form of atransit and heavy vehicles lane restricted to passenger service vehicles, motor vehicles carrying not less than **two (2) persons** (including the driver), cycles, mopeds, motorcycles and motor vehicles having a gross vehicle mass exceeding 3500 kg between the hours of **7:00am to 9:00am** and between the hours of **4:00pm to 6:00pm, Monday to Friday**.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Special vehicle lane – other

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: Parking Compliance

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

1. Other special vehicle lane: That pursuant to clause 10 of the Bylaw, the area(s) referred to as **OL#** on **Road Name** as indicated on sheet(s) # is specified as a special vehicle lane restricted to **specified class of vehicles** [at all times] [between the hours of **operating time/days**].

*Note: “At all times” is considered to be the “default” time period for a special vehicle lane. If “at all times” is chosen as the operating hours, the time period is not shown in bold text. Any deviation from an “at all times” condition will be shown in bold text as in the example below.*

Example

Other special vehicle lane: That pursuant to clause 10 of the Bylaw, the areas referred to as **‘OL1’** and **‘OL2’** on **Grafton Bridge** as indicated on sheets 2 to 4 is specified as a special vehicle lane restricted to **buses, cycles, mopeds, motorcycles and authorised taxis** between the hours of **7:00am and 7:00pm, Monday to Friday**.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

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

**Clause 11 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: New Zealand Police

Purpose: This recommendation 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

*Note: The test for this clause to be used is that the road is “unsuitable due to size, nature or goods carried”. This implies some physical incompatibility of road and vehicle (or load), not the desires of people living next to the road. 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, or for maintenance by a utility provider.*

1. Traffic control by size, nature or goods (including heavy vehicles): That pursuant to clause 11 of the Bylaw, a prohibition on the use of **specific class of vehicle e.g. heavy vehicles over a certain weight, vehicles over a certain length or height, vehicles carrying dangerous goods** is imposed on [the full length of] **Road Name** [between Road Name and Road Name] [at all times] [between the hours of **operating time/days**] as indicated on sheet(s) #.

*Note: “At all times” is considered to be the “default” time period for the above recommendation because this is acknowledging some physical incompatibility between the road and the vehicle class. That is not a thing that would usually have a time or day component. If you are thinking of applying an operating time condition, discuss this with the* [*Transport Controls Manager*](mailto:Terry.Sugrue@at.govt.nz) *before consultation. If “at all times” is chosen as the operating hours, the time period is not shown in bold text. Any deviation from an “at all times” condition will be shown in bold text.*

*Note for drawing: Show on an overview-style drawing (in other words, on one sheet as opposed to split across multiple sheets) the relevant area of road shaded and labelled “area of Name of class prohibition”, e.g., “area of heavy vehicle prohibition”.*

Example

Traffic control by size, nature or goods (including heavy vehicles): That pursuant to clause 11 of the Bylaw, a prohibition on the use of vehicles with a **gross vehicle mass exceeding 3500kg** is imposed on **Barrys Road** at all times as indicated on sheet 2.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Cycle path / Shared path

**Clause 12 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: Parking Compliance

Purpose: This recommendation is used to fix the length, route and location of a shared or cycle path. A cycle path (which must be physically separated from the roadway) is intended for use only by cyclists but unlike a cycle lane it can be clearly marked as bi-directional. A shared path is intended for use by cyclists and pedestrians on the same path (although it is possible to advise the path users to have cyclists and pedestrians stay primarily on either side of a line with markings). Those users of the shared path are specified in the recommendation.

1. Cycle path/Shared path: That pursuant to clause 12 of the Bylaw, the area(s) referred to as [**CP#**] [**SP#**] on **Road Name** as identified on sheet(s) # is specified as a [cycle path] [shared path for cycles, pedestrians; riders of mobility devices and riders of wheeled recreational devices].

*Note: You must always Insert the separate recommendation paragraph below because the law does not currently make it illegal in drive a motor vehicle on a cycle path or a shared path - only on a footpath. But clause 11 of the bylaw can be used because the risk to safety makes motor vehicles incompatible with these paths.*

1. That pursuant to clause 11 of the Bylaw, motor vehicles are prohibited from the [cycle] [shared] path(s) referred to as [CP#] [SP#] on Road Name as indicated on sheet(s) #, except when crossing directly from the roadway to a driveway.

Examples

Cycle path: That pursuant to clause 12 of the Bylaw, the areas referred to as **CP1** to **CP6** on **Otuwairoa Esplanade** as identified on sheet 2 is specified as a cycle path.

That pursuant to clause 11 of the Bylaw, motor vehicles are prohibited from the cycle paths referred to as CP1 to CP6 on Otuwairoa Esplanade as indicated on sheet 2, except when crossing directly from the roadway to a driveway.

Shared path: That pursuant to clause 12 of the Bylaw, the areas referred to as **SP1** to **SP8** on **Hobsonville Road, Westpoint Drive** and **Westpark Drive** as identified on sheets 3A, 3B and 4 is specified as a shared path for cycles, pedestrians; riders of mobility devices and riders of wheeled recreational devices.

That pursuant to clause 11 of the Bylaw, motor vehicles are prohibited from the shared paths referred to as SP1 to SP8 on Hobsonville Road, Westpoint Drive and Westpark Drive as indicated on sheets 3A, 3B and 4, except when crossing directly from the roadway to a driveway.

*Note: If a shared path or cycle path will be crossing a street either alongside an intersection of two roadways or just a midblock location where a cycle path or shared path meets a road) the legislation allows for priority to be given to either the users of the path or users of the roadway. If it is intended to give priority to the users of the path, then this needs to be made clear to drivers on the roadway with a combination of a pedestrian crossing and a give-way control that informs drivers of the need to give-way to the cyclists and pedestrians. Add the clause below. The give-way markings and sign (including the supplementary description “give-way to cyclists and pedestrians”) need to be shown in the plan and the recommendation below added to the report.*

1. Give-way to cyclists and pedestrians: That pursuant to section 334(1) of the Local Government Act 1974 and noting clauses 10.3 and 11.4(5) of the Land Transport Rule: Traffic Control Devices 2004, a Give-way to cyclists and pedestrians control is imposed on **Road Name** at its intersection with the [CP#] [SP#] [cycle] [shared] path and [Z#] pedestrian crossing as indicated on sheet(s) #.

Example

Give-way to cyclists and pedestrians: That pursuant to section 334(1) of the Local Government Act 1974 and noting clauses 10.3 and 11.4(5) of the Land Transport Rule: Traffic Control Devices 2004, a Give-way to cyclists and pedestrians control is imposed on **Rorotu Avenue** at its intersection with the CP1 cycle path and Z1 pedestrian crossing as indicated on sheet 2.

*Note: With a typical design, it is not legal for a cyclist to use a midblock pedestrian signal or pedestrian crossing because it requires a cyclist to use some area that is specified for pedestrians. However, a midblock crossing for cyclists can be formed using this same process. Specifically, the cyclist who wishes to cross the road will need to be directed up from the cycle lane or roadway (if there is no cycle lane) onto an area that would otherwise be footpath in order to wait before crossing the roadway. Specifying the footpath area a cyclist must travel as a shared path allows the cyclist to use that area along with pedestrians. Therefore, the area where this happens on both sides of the road and the crossing itself must be resolved separately as shared path. On the drawing, this area would look somewhat like a capital I or H depending on direction although the three sections of it will have a single SP# label. The drawing will show the length of the shared path area on both sides of the road so the same SP# label can be associated with that dimension.*

*Note: If this type of control is to be imposed on all four legs of a roundabout the drawing can become quite complex. The preferred way to avoid this issue is to label a single shared path as a loop around the roundabout which intersects with each of the four legs of the roundabout. If there are shared paths or cycle paths on the approach and departure to the roundabout, then those paths will end/start at the edge of the circulating shared path.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Shared zone

**Clause 13 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: Parking Compliance

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.

1. Shared Zone: That pursuant to clause 13 of the Bylaw, the area of **Road Name** identified as **SZ#** on sheet(s) #, is specified as being for the use of pedestrians and vehicles (a shared zone). Except as expressly resolved otherwise, no person may stop, stand or park a vehicle in the shared zone.
2. That pursuant to clause 19 of the Bylaw, the parking of vehicles for the purpose of loading or unloading is permitted in the SZ# shared zone between the hours of **operating time/days, including public holidays**. The vehicle must not obstruct through traffic. The driver may leave the vehicle unattended for a maximum time of [five minutes] [**specified number minutes**].

*Note: The five-minute period for loading activities is considered to be the “default” condition for loading activities within a shared zone. If five minutes is chosen as the condition for the loading activities allowed within the shared zone, this condition is not shown in bold text. Any deviation from the five-minute period will be shown in bold text.*

*If specific parking is to be allowed in the shared zone, i.e., mobility parking, motorcycle parking, mobile library bus parking, etc, then use the standard recommendation for the specific parking control here with the location description “in the SZ# shared zone …”.*

1. That pursuant to clause 19 of the Bylaw, the area referred to as **label** in the SZ# shared zone on Road Name as indicated on sheet(s) # is specified as a parking place in the form of **type of reserved** parking [at all times] [between the hours of **operating time/days**]. Any additional conditions are inserted here.

Example

Shared Zone: That pursuant to clause 13 of the Bylaw, the area of **Federal Street** identified as **SZ1** on sheets 2 and 3, is specified as being for the use of pedestrians and vehicles (a shared zone). Except as expressly resolved otherwise, no person may stop, stand or park a vehicle in the shared zone.

That pursuant to clause 19 of the Bylaw, the parking of vehicles for the purpose of loading or unloading is permitted in the SZ1 shared zone between the hours of **6:00am and 11:00am, Monday to Sunday, including public holidays**. The vehicle must not obstruct through traffic. The driver may leave the vehicle unattended for a maximum time of five minutes.

That pursuant to clause 19 of the Bylaw, the area referred to as **MP1** in the SZ1 shared zone on Federal Street as indicated on sheets 2 and 3 is specified as a parking place in the form of **motorcycles only parking** at all times. A motorcycle may park on the parking place for a maximum time of **180 minutes**.

*Note: Generally shared zones exist just because they are constructed in a way to indicate this is the intent and are 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 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 that it is the intent of the Road Controlling Authority that the road be shared in accordance with the Rule definition rather than making any reference to the bylaw.*

*If general parking is to be allowed in the shared zone (i.e., a “home zone”), the correct recommendation to use is found in* [*section 9.23*](#_Home_Zone_1)*.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## No cruising area

**Please consult Transport Controls Manager before using this clause**

**Clause 14 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations or Road Safety at police request

Enforcement: New Zealand Police

Purpose: This recommendation is used to specify any road to be a no cruising area.

1. No Cruising area: That pursuant to clause 14 of the Bylaw, cruising (as defined in the Bylaw) is[controlled] [restricted] [prohibited] on **Road Name** [describe the extents of the control] as indicated on sheet(s) #. For the purposes of the definition, driving in the same direction on the road will be considered cruising if it is repeated more than twice within number minutes.
2. That insert appropriate conditions….

*Note: Given the very narrow and awkward definition of the concept of cruising in the Act and bylaw, AT has never considered this a power worth using and this is unlikely to change in the future. Consider other options.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Light motor vehicle restriction

**Please consult the Transport Controls Manager before using this clause**

**Clause 15 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations or Road Safety at police request

Enforcement: New Zealand Police

Purpose: This recommendation is used to specify any road on which any motor vehicles having a gross vehicle mass less than 3,500kgs can be prohibited from being operated between the hours of 9pm and 4am. This power is aimed at preventing large late-night gatherings of reckless car enthusiasts who tend to engage in antisocial behaviour. AT’s power is not related to the antisocial behaviour but is to prevent damage to the road surface caused by ‘burn-outs’ and the risk to safety when drivers lose control during such activities. The use of this control is generally only considered at the request of the police.

1. Light motor vehicle restriction: That pursuant to clause 15 of the Bylaw, any motor vehicle having a gross vehicle weight less than 3,500kg is prohibited from **Road Name** [describe the extents of the control] as indicated on sheet(s) #, between the hours of 9pm and 4am.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Engine braking prohibition or restriction

**Please consult the Transport Controls Manager before using this clause**

**Clause 16 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: New Zealand Police

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

1. Engine braking prohibition or restriction: That pursuant to clause 16 of the Bylaw, 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 on sheet(s) #.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Unformed legal road restriction on motor vehicles

**Please consult the Transport Controls Manager before using this clause**

**Clause 17 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations

Enforcement: New Zealand Police

Purpose: This control 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.

1. Unformed legal road restriction on motor vehicles: That pursuant to clause 17 of the Bylaw, motor vehicles, except authorised vehicles, are restricted from using the area of **Road Name** as indicated on sheet(s) #.
2. The following are authorised vehicles for the purpose of this resolution:
   1. emergency service vehicles may drive and park on this section of road at any time that is considered necessary by the driver in the circumstances; and

Example

Unformed legal road restriction on motor vehicles: That pursuant to clause 17 of the Bylaw, motor vehicles, except authorised vehicles, are restricted from using the area of **Hull Road** indicated on sheets 1 and 2, from 1 June until 31 August.

The following are authorised vehicles for the purpose of this resolution:

* 1. emergency service vehicles may drive and park on this section of road at any time that is considered necessary by the driver in the circumstances; and
  2. vehicles being used for purposes connected to the operation of the adjoining farm may use the road if entering and exiting the road from the adjoining farm.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Modal filter

**Clause 2.1 Land Transport Rule: Street Layouts 2023**

Resolved by: Traffic Control Committee

Proposed by: Road Network Operations

Enforcement: New Zealand Police [and AT Parking Wardens *– following legislation changes yet to be made*]

Purpose: This recommendation is used to change the use of a road by preventing all or some classes of motor vehicles from proceeding past a point in the road or using a stretch of road or leg of an intersection. Pedestrians and cyclists are not affected.

This power is resolved directly under the Rule and does not require a bylaw.

1. Modal filter: That pursuant to clause 2.1 of the Land Transport Rule: Streets Layout 2023, motor vehicles are prohibited from passing the point in the roadway referred to as **MF#** on **Road Name** as indicated on sheet(s) #, at all times.

*Note: use this version for a permanent physical barrier in the roadway to prevent motor vehicles from passing. The barrier must not prevent pedestrians and cyclists. Consideration will need to be given as to whether enforcement will be undertaken in relation to motorcycles and mopeds.*

1. Modal filter: That pursuant to clause 2.1 of the Land Transport Rule: Streets Layout 2023, motor vehicles, except authorised vehicles, are prohibited from passing the point in the roadway referred to as **MF#** on **Road Name** as indicated on sheet(s) #, at all times.
2. The following are authorised motor vehicles for the purpose of this resolution:
   1. emergency service vehicles may pass this point in the roadway at any time that is considered necessary by the driver in the circumstances; and
   2. describe classes of vehicle and circumstances.

*Note: use this version for a regulatory modal filter controlled by TCDs or one with a moveable barrier such as a gate or retractable bollard in the roadway. The barrier must not prevent pedestrians and cyclists.*

Example

Modal filter: That pursuant to clause 2.1 of the Land Transport Rule: Streets Layout 2023, motor vehicles, except authorised vehicles, are prohibited from passing the point in the roadway referred to as MF1 on Wellesley Street West as indicated on sheet 1, at all times.

The following are authorised vehicles for the purpose of this resolution:

* 1. emergency service vehicles where it is considered necessary by the driver in the circumstances; and
  2. buses and vehicles accessing premises on Elliot Street or the driveway between 16 and 24 Wellesley Street West.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# List of recommendations for parking restrictions

## Prohibition: No stopping at all times

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations and Parking Design

Enforcement: Parking Compliance

Purpose: This recommendation enables parking by any vehicles to be prohibitedat all times mainly by marking the road with broken yellow lines on the road surface along the kerb line, although signs can be used where the road is not sealed.

1. No stopping at all times: That pursuant to clause 18 of the Bylaw, the stopping, standing or parking of any vehicle is prohibited at all times in the area(s) referred to as **A#** on **Road Name** as indicated on sheet(s) #.

Example (single street)

No stopping at all times: That pursuant to clause 18 of the Bylaw, thestopping, standing or parking of any vehicle is prohibited at all times in the areas referred to as **A1, A2, A3, A4** and **A5** on **Victoria Street**, as indicated on sheet 1.

Example (multiple streets)

No stopping at all times: That pursuant to clause 18 of the Bylaw, thestopping, standing or parking of any vehicle is prohibited at all times in the areas referred to as **A1** to **A5** on **Victoria Street**; in the areas referred to as **A6, A7** and **A8** on **Helvetia Road** and in the area referred to as **A9** on **Franklin Road** as indicated on sheets 1 and 2.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Restriction: Stopping, standing and parking

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations and Parking Design

Enforcement: Parking Compliance

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

1. No stopping during specified period(s): That pursuant to clause 18 of the Bylaw, thestopping, standing or parking of [any vehicle] [**specified class of vehicles**] is prohibited between the hours of **operating time/days** in the area(s) referred to as **AT#** on **Road Name** as indicated on sheet(s) #.

*Note: The prohibition being applied to all vehicles is considered the default condition. If “any vehicle” is chosen, the vehicle class is not shown in bold text. Specifying a particular class of vehicle is shown in bold text.*

Example

No stopping during specified period(s): That pursuant to clause 18 of the Bylaw, thestopping, standing or parking of any vehicle is prohibited between the hours of **8:30am to 2:00pm, Monday to Friday** in the area referred to as **AT1** on **Captain Springs Road** as indicated on sheets 1 to 3.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Restriction: Clearway

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations and Parking Design

Enforcement: Parking Compliance

Purpose: This allows restrictions on the stopping, standing or parking of vehicles on any road for a clearway – which is an area of road where an additional lane is created by removing parking spaces during peak flow time periods for the purpose of improving traffic flow during those peak periods.

1. Clearway: That pursuant to clause 18 of the Bylaw, the area(s) referred to as **CW#** on **Road Name** as indicated on sheet(s) # is specified as a clearway [,except where interrupted by bus stops]. The stopping, standing or parking of any vehicle is prohibited on the clearway between the hours of **operating time/days**.

*Note: The hours from 7 to 9am, Mon to Fri and 4 to 6pm, Mon to Fri are considered to be the “default” time periods for a clearway. If these hours are chosen for the operating hours of the clearway, the time period is not shown in bold text. Any deviation from these periods will be shown in bold text as in the examples below.*

*If there are no bus stops within the clearway the reference to them should be dropped.*

Examples

Clearway: That pursuant to clause 18 of the Bylaw, the area referred to as **‘CW1’** on **Mount Smart Road** as indicated on sheets 1 and 2 is specified as a clearway,except where interrupted by bus stops. The stopping, standing or parking of any vehicle is prohibited between the hours of **6:00am to 9:00am, Monday to Friday**.

Clearway: That pursuant to clause 18 of the Bylaw, the area referred to as **‘CW2’** on **Mount Smart Road** as indicated on sheets 1 to 3 is specified as a clearway,except where interrupted by bus stops. The stopping, standing or parking of any vehicle is prohibited between the hours of 4:00pm to 6:00pm, Monday to Friday.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## No stopping off the roadway

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Enforcement: Parking Compliance

Purpose: This prohibits vehicle parking on berms, grassed areas and road margins.

*Note: This restriction is now embedded in the standard recommendations in the template reports. It is only to be used if the standard clause does not apply.*

1. No stopping off the roadway: That pursuant to clause 18 of the Bylaw 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) referred to as **AO#** as indicated on sheet(s) #.

Example

No stopping off the roadway: That pursuant to clause 18 of the Bylaw 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 timeson **Ethel Street** in the area referred to as **AO1** as indicated on sheets 1 and 2.

*Note: When applying this control to the entire length of a road (like a road that ends in a cul-de-sac, for example) you don’t need a label and can drop the words “in the area referred to as AO#”.*

*Note: The below is alternative language for when the prohibition is to be applied to an entire area – such as a new subdivision, the intent being to only install signs later if a problem arises from parking off the roadway. A note must be added to the plan: “parking off the roadway is prohibited on all roads in the drawing”,*

1. No stopping off the roadway: That pursuant to clause 18 of the Bylaw 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 the roads within the area covered by this decision.

*Note: If the no stopping off the roadway is the only recommendation in the report, use the clause below in lieu of the usual revocations and coming into effect clauses (items A and B in the Traffic Control Order portion of the template).*

1. Coming into effect: 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 for it under the Land Transport Rule: Traffic Control Devices 2004 are installed.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Angle parking

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design (consulting Road Network Operations for safety concerns)

Enforcement: Parking Compliance

Purpose: This recommendation is to restrict vehicles to parking at an angle to the direction of the roadway.

*Note: Delete the reverse in wording if not relevant – forward in parking is the default and need not be stated.*

1. Angle parking: That pursuant to clause 19 of the Bylaw, in the area(s) referred to as **AP#** on **Road Name** as indicated on sheet(s) #, the manner of parking of any vehicle is to be at an angle to the direction of roadway as indicated on the drawing. [Vehicles must **reverse into** the parking place.]

Example

Angle parking: That pursuant to clause 19 of the Bylaw, in the area referred to as **AP1** on **Gatman Street** as indicated on sheet 2, the manner of parking of any vehicle is to be at an angle to the direction of roadway as indicated on the drawing.

Angle parking: That pursuant to clause 19 of the Bylaw, in the areas referred to as **AP2-1** to **AP2-11** and **AP3-1** on **Customs Street West** as indicated on sheets 2 and 3, the manner of parking of any vehicle is to be at an angle to the direction of roadway as indicated on the drawing. Vehicles must **reverse into** the parking place.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Loading zone

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design (consulting Road Network Operations for safety concerns)

Enforcement: Parking Compliance

Purpose: This recommendation is to restrict a piece of land, part of a road, 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 only be used where the intent is to explicitly provide an area for these vehicles.*

1. Loading zone: That pursuant to clause 19 of the Bylaw, the area(s) referred to as **LZ#** on **Road Name** as indicated on sheet(s) # is specified as 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] [**specify class of vehicle**]]. The driver may leave the vehicle unattended for a maximum time of [five minutes] [**specify time limit** **minutes**]. [The vehicle may remain parked on the loading zone for a maximum time of **specify time limit minutes**].

*Note: Goods vehicles and the five-minute period (a driver may leave the vehicle) are considered to be the “default” conditions for a loading zone. If a goods vehicle or five minutes are chosen as the conditions on the loading zone, these conditions are not shown in bold text. Any deviation from a goods vehicle or this five-minute period will be shown in bold text as in the example below.*

*Note: It is possible to apply a maximum time to a loading zone separate from the time allowed for a driver to leave the vehicle unattended. If this maximum time will be used, you will need the X min Maximum parking sign component (R6-3).*

Example

Loading zone: That pursuant to clause 19 of the Bylaw, the part of road referred to as **LZ1** on **Bowen Street** as indicated on sheet 3 is specified as 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 **fifteen minutes**.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Bus stop

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design, Road Network Operations and Public Transport

Enforcement: Parking Compliance

Purpose: This recommendation is to specify an area on a road or in a building as a bus stop.

1. Bus stop: That pursuant to clause 19 of the Bylaw, the area(s) referred to as **B#** on **Road Name** as indicated on sheet(s) # is specified as 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 authorised to use the bus stop.]

*Note: “At all times” is considered to be the “default” condition for a bus stop. If at all times is chosen as the operating hours for the bus stop, this condition is not shown in bold text. Any deviation from at all times will be shown in bold text as in the examples below.*

Example

Bus stop: That pursuant to clause 19 of the Bylaw, the area referred to as **B1** on **Sunnyside Road** as indicated on sheet 1 is specified as a bus stop for theexclusive use of busesat all times.

Example (AT Metro bus stop)

Bus stop: That pursuant to clause 19 of the Bylaw, the area referred to as **B1** on **Sunnyside Road** as indicated on sheet 1 is specified as a bus stop for theexclusive use of AT Metro busesat all times. Only buses used in the provisions of scheduled public transport services managed and controlled by Auckland Transport are authorised to use the bus stop.

Example (school bus stop)

Bus stop: That pursuant to clause 19 of the Bylaw, the area referred to as **B1** on **Graeme Avenue** as indicated on sheet 3 is specified a bus stop for theexclusive use of busesbetween the hours of **2:30pm and 3:30pm, Monday to Friday, school days only**.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Pick-up / drop-off

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Enforcement: Parking Compliance

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

Note: A vehicle can only use the space for the time it takes for passengers to enter or exit the vehicle. A vehicle cannot wait in this location for passengers to arrive. It may be more suitable to use a P2 or P5 time-restricted parking control in locations where passengers might not be waiting at the spot for the vehicle or where the driver needs to leave the vehicle to collect the passengers (i.e., schools). The previous practice of having a 5-minute time period on such locations should not be followed.

1. Pick-up / drop-off parking: That pursuant to clause 19 of the Bylaw, the area(s) referred to as **PD#** on **Road Name** as indicated on sheet(s) # is specified as a pick-up / drop-off space between the hours of **operating times/days**. Use of the space is conditional on the vehicle only being stationary for the length of time necessary to pick up passengers that are already waiting nearby or drop off passengers from the vehicle and is also conditional on the driver remaining with the vehicle.

Example

Pick-up / drop-off parking: That pursuant to clause 19 of the Bylaw, the area referred to as **PD1** on **Portland Road** as indicated on sheet 1, is specified as a pick-up / drop-off space between the hours of **7:30am to 9:00am** and **2:30pm to 4:00pm** on **School Days only**. Use of the space is conditional on the vehicle only being stationary for the length of time necessary to pick up passengers that are already waiting nearby or drop off passengers from the vehicle and is also conditional on the driver remaining with the vehicle.

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## Small passenger service vehicle stand

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Enforcement: Parking Compliance

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

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

1. Small passenger service vehicle stand: That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Bylaw, the area(s) referred to as **TS#** on **Road Name** as indicated on sheet(s) # 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**]. Use of the small PSV stand is conditional on the PSV being available for hire and on the driver staying with the vehicle.

*Note: “At all times” is considered to be the “default” condition for a small PSV stand. If at all times is chosen as the operating hours for the small PSV stand, this condition is not shown in bold text. Any deviation from at all times will be shown in bold text.*

*Note: The reference is retained to s591 of the LGA74 here unlike other parking recommendations because this section covers both transport stations and parking spaces. We now do the parking spaces as a generic control in the opening recommendations but that would not apply here.*

Example

Small passenger service vehicle stand: That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Bylaw, the area referred to as **TS3-1** on **Tamaki Drive** as indicated on sheet 3 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. Use of the small PSV stand is conditional on the PSV being available for hire and on the driver staying with the vehicle.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## AT Local transport station parking

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Enforcement: Parking Compliance

Purpose: This recommendation is to specify a parking area on a road, a building, or a transport station for the exclusive use of AT’s on-demand rideshare service vehicles.

1. AT Local transport station parking: That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Bylaw, the area(s) referred to as **TS#** on **Road Name** as indicated on sheet(s) # is specified as a transport station in the form of an AT Local stand for the exclusive use of AT Local vehicles [at all times] [between the hours of **operating times/days**]. For the purposes of this resolution, an AT Local vehicle is a passenger service vehicle displaying the AT Local livery which is used in the provision of on-demand rideshare services managed and controlled by Auckland Transport.

Example

AT Local transport station parking: That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Bylaw, the area referred to as **TS1** on **Arion Road** as indicated on sheets 2 is specified as a transport station in the form of an AT Local stand for the exclusive use of AT Local vehicles at all times. For the purposes of this resolution, an AT Local vehicle is a passenger service vehicle displaying the AT Local livery which is used in the provision of on-demand rideshare services managed and controlled by Auckland Transport.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Paid parking – linear

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Enforcement: Parking Compliance

Purpose: This recommendation is used to specify a parking place, a road, part of a road, building or part of a building to be a parking place in the form of a paid parking area with a maximum time limit.

1. Paid parking (non-zone): That pursuant to clause 19 of the Bylaw, the area(s) referred to as **PP#** on **Road Name** as indicated on sheet(s) # is specified as 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]

* 1. the charge payable is calculated as follows:

|  |  |  |  |
| --- | --- | --- | --- |
| Zone | Days and Times of Operation | Charge for first [number] hour(s) | Charge for number and subsequent hours |
| zone | Days and times | $dollar amount per hour | $dollar amount per hour |
| zone | Days and times | $dollar amount per hour | $dollar amount per hour |

* 1. 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’ passed by the Traffic Control Committee on 23 April 2018 under resolution ID#15024 or as set by any resolution that amends or replaces that resolution.

*Note: “At all times” is considered to be the “default” time period for a special vehicle lane. If “at all times” is chosen as the operating hours, the time period is not shown in bold text. Any deviation from an “at all times” condition will be shown in bold text.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Paid parking – zone

**Section 591 Local Government Act 1974 and Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Enforcement: Parking Compliance

Purpose: The purpose of this recommendation is to establish a parking zone.

1. Paid parking (zone): That pursuant to 19(1)(a) of the Bylaw, the **zone description** indicated by **PZ#** [on the car park off **Road Name(s)**] on sheet(s) # is designated as a parking zone. The parking zone control within the zone description is a paid parking control that applies between the hours of **operating times/days**.

*Note: “zone description” is a name for the zone like “central city paid parking zone” or Parnell parking zone”.*

[The roads included within the zone description indicated by PZ# are:

|  |  |  |  |
| --- | --- | --- | --- |
| **Zone** | **Road name** | **From** | **To** |
| Zone # (PZ# / PZ#+1, etc) | Road Name | Road Name | Road Name |
| Zone # | Road Name | Road Name | Road Name |
| Zone # | Road Name | Road Name | Road Name |

*Note: Do not include the table of road names if the “zone description” is an off-street car park or parking building*.

Theparking of any vehicle[, except an authorised vehicle,] at a parking place in the zone description where no other control applies must comply with the following conditions:

*Note: Insert the clause below for fixed charge.*

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

*Note: Insert the clauses below for variable charge and repeat as necessary for a zone made up of smaller zones with different tariffs.*

* 1. the charge payable to park a vehicle in each paid parking place at all relevant times is calculated as follows:

|  |  |  |  |
| --- | --- | --- | --- |
| Zone | Days and Times of Operation | Charge for first [number] hour(s) | Charge for number and subsequent hours |
| zone | Days and times | $dollar amount per hour | $dollar amount per hour |
| zone | Days and times | $dollar amount per hour | $dollar amount per hour |

* 1. 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’ passed by the Traffic Control Committee on 23 April 2018 under resolution ID#15024 or as set by any resolution that amends or replaces that resolution.

*Note: If permits will be used to exempt authorised vehicles from the payment restrictions above, add the following.*

*Authorised vehicles that are exempt from the paid parking*

* 1. That pursuant to clause 19(1) of the Bylaw, an authorised vehicle for the purposes of the zone description is a vehicle which holds or displays an annual permit, or displays a daily permit issued by Auckland Transport that complies with the following conditions:

*Conditions relating to class of persons*

* + 1. Classes of person eligible to apply for annual permits are individuals that reside permanently at addresses that are within the zone description.
    2. Classes of person eligible to apply for daily permits are individuals that reside permanently at addresses that are within the zone description.
    3. Classes of person eligible to apply for annual permits or daily permits may do so by registering with Auckland Transport as account holders and by providing Auckland Transport with the information necessary to confirm identity and address.
    4. Classes of person who have been allocated an annual permit or daily permits will be notified by Auckland Transport in writing that they are an annual permit holder.
    5. Annual permit holders will be allocated with one annual permit.
    6. Daily permits holders will be allocated with 50 daily permits and may apply for additional daily permits.

* + 1. The annual permit holder and the daily permit holder must pay the relevant charges to Auckland Transport for the use of the parking place.

*Conditions relating to class of vehicle.*

* + 1. Annual permit holders must nominate one vehicle to be an authorised vehicle for the duration of the annual permit. The authorised vehicle holds the permit for the purposes of the parking zone control.
    2. Daily permit holders may nominate one vehicle to be an authorised vehicle for the duration of each daily permit. The authorised vehicle holds and must display the permit for the purposes of the parking zone control.
    3. An authorised vehicle for an annual permit must not be a trailer, boat, caravan, truck, bus or tractor.
    4. An authorised vehicle for a daily permit must be a passenger or commercial vehicle under 3 tonnes, or a removal truck.

*Conditions relating to zone eligibility*

* + 1. The **zone description** annual permit or daily permit may only be used in a parking place in the zone indicated by **PZ#** on sheet(s) # and does not make a vehicle an authorised vehicle for the purpose of any other authorised vehicle parking place or zone on the Auckland Transport system.

*Note: A “savings” clause needs to be added to the standard clauses in the Traffic Control Order. See* [section 5.3](#_Revocation_and_effective) *for the proper language and insertion point.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Time-restricted parking – linear

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Enforcement: Parking Compliance

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

1. Time-restricted parking (non-zone): That pursuant to clause 19 of the Bylaw, the area(s) referred to as **TR#** on **Road Name** as indicated on sheet(s) # is specified as a time-restricted parking area. The maximum time for the parking of any vehicle is **time limit in** **minutes** between the hours of **operating times/days**.

*Note: The Traffic Control Devices Rule 2004 defines 8am to 6pm, Monday to Sunday as the default time period for this restriction. If the default time period is chosen as the condition, it is not shown in bold text. Any deviation from an 8 to 6, Monday to Sunday time period will be shown in bold text.*

Example

Time-restricted parking (non-zone): That pursuant to clause 19 of the Bylaw, the area referred to as **TR1** on **McKinstry Avenue** as indicated on sheet 4 is specified as a time-restricted parking area. The maximum time for the parking of any vehicle is **15 minutes** between the hours of 8:00am and 6:00pm, Monday to Sunday.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Time-restricted parking – zone

**Section 591 Local Government Act 1974 and Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Enforcement: Parking Compliance

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

1. Time-restricted parking (non-zone): That pursuant to clause 19(1)(a) of the Bylaw, the **zone description** indicated by **PZ#** [on **Road Name(s)**] [on the car park off **Road Name(s)**] on sheet(s) # is designated as a parking zone. The parking zone control within the zone description is a time-limited parking control. The maximum time for parking for any vehicle[, except an authorised vehicle] at a parking place in the zone description is **time limit in minutes** between the hours of **operating times/days**.

[The roads included within the zone description indicated by PZ# are:

|  |  |  |
| --- | --- | --- |
| **Road name** | **From** | **To** |
| Road Name | Road Name | Road Name |
| Road Name | Road Name | Road Name |
| Road Name | Road Name | Road Name |

]

*Note: Do not include the table of road names if the “zone description” is an off-street car park or parking building. Use the table if there are more than three roads in the zone area. If there are three or fewer roads, use the description (*[on **Road Name(s)**]) *in the recommendation text above.*

*Note: If permits will be used to exempt authorised vehicles from the time restriction(s) above, add the following clauses.*

*Authorised vehicles that are exempt from the zone restriction:*

* 1. That pursuant to clause 19(1) of the Bylaw, an authorised vehicle for the purposes of the zone description is a vehicle which holds or displays an annual permit, or displays a daily permit issued by Auckland Transport that complies with the following conditions:

*Conditions relating to class of persons*

* 1. Classes of person eligible to apply for annual permits are individuals that reside permanently at addresses that are within the zone description.
  2. Classes of person eligible to apply for daily permits are individuals that reside permanently at addresses that are within the zone description.
  3. Classes of person eligible to apply for annual permits or daily permits may do so by registering with Auckland Transport as account holders and by providing Auckland Transport with the information necessary to confirm identity and address.
  4. Classes of person who have been allocated an annual permit or daily permits will be notified by Auckland Transport in writing that they are an annual permit holder.
  5. Annual permit holders will be allocated with one annual permit.
  6. Daily permits holders will be allocated with 50 daily permits and may apply for additional daily permits.
  7. The annual permit holder and the daily permit holder must pay the relevant charges to Auckland Transport for the use of the parking place.

*Conditions relating to class of vehicle*

* 1. Annual permit holders must nominate one vehicle to be an authorised vehicle for the duration of annual permit. The authorised vehicle holds the permit for the purposes of the parking zone control.
  2. Daily permit holders may nominate one vehicle to be an authorised vehicle for the duration of each daily permit. The authorised vehicle holds and must display the permit for the purposes of the parking zone control.
  3. An authorised vehicle for an annual permit must not be a trailer, boat, caravan, truck, bus or tractor.
  4. An authorised vehicle for a daily permit must be a passenger or commercial vehicle under 3 tonnes, or a removal truck.

*Conditions relating to zone eligibility*

* 1. The **zone description** annual permit or daily permit may only be used in a parking place in the zone indicated by **PZ#** on sheet(s) # and does not make a vehicle an authorised vehicle for the purpose of any other authorised vehicle parking place or zone on the Auckland Transport system.

*Note: A “savings” clause needs to be added to the standard clauses in the Traffic Control Order. See* [section 5.3](#_Revocation_and_effective) *for the proper language and insertion point.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Off-street car park and parking building parking places

**Section 591 Local Government Act 1974**

Proposed by: Parking Design

Enforcement: Parking Compliance

Purpose: The purpose of this recommendation is to establish the parking place status of an off-street car park or parking building. This will then be followed by separate recommendations to impose any paid or time-limited parking controls – preferably using zone controls but alternately using linear controls.

1. Car parks and parking buildings: That pursuant to section 591(1)(d) of the Local Government Act 1974 and clause 19(1)(a) of the Bylaw, the areas made available for parking in the [off-street car park] [parking building] located at [address number or description] **Road Name** as shown on sheet(s) # are authorised for use as a parking place.

Example

Car parks and parking buildings: That pursuant to section 591(1)(d) of the Local Government Act 1974 and clause 19(1)(a) of the Bylaw, the areas made available for parking in the off-street car park located in front of the Puhinui Train Station on **Puhinui Road** as shown on sheet 1 are authorised for use as a parking place.

*Note: This recommendation will almost never be used because off-street car parks and car parking buildings are almost always owned by Council so a Council bylaw recommendation will be required. This would only be used where an area of PT infrastructure under AT control is provided for parking or an area in a wider-than-usual road corridor is clearly separated from the roadway and laid out with parking spaces.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

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

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Enforcement: Parking Compliance

Purpose: The area is available only to a specific type of vehicle using AT approved permits or displaying identifiable livery.

*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.*

1. Authorised vehicles displaying approved permits or livery: That pursuant to clause 19 of the Bylaw, the area(s) referred to as **AV#** on **Road Name** as indicated on sheet(s) # is specified as a parking place reserved for use only by [**goods vehicles**] [**car pool vehicles**] [**police vehicles**] [**other class** (describe as appropriate)] displaying [approved permits] [describe livery livery] [at all times] [between the hours of **operating times/days**]. [The maximum time for the parking of specified class of vehicle is **time limit in** **minutes**].

*Note: “At all times” is considered to be the “default” condition for this authorised vehicle restriction. If at all times is chosen as the operating hours on the authorised vehicle parking, this condition is not shown in bold text. Any deviation from at all times will be shown in bold text.*

Example

Authorised vehicles displaying approved permits or livery: That pursuant to clause 19 of the Bylaw, the area referred to as **AV1** on **Commerce Street** as indicated on sheets 2 and 5 is specified as a parking place reserved for use only by **police vehicles** displaying police livery at all times.

*Note: Insert the paragraph below for vehicles that need permits.*

1. That pursuant to clause 19 of the Bylaw, 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

Authorised vehicles displaying approved permits or livery: That pursuant to clause 19 of the Bylaw, the area referred to as **AV1** on **Commerce Street** as indicated on sheets 2 and 5 is specified as a parking place reserved for use only by **passenger service vehicles** displaying approved permits at all times. The maximum time for the parking of any vehicle is **thirty minutes** between the hours of **7:00am to 5:00pm, Monday to Saturday**.

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

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Car share parking

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Enforcement: Parking Compliance

Purpose: The area is available only for car share vehicle parking.

*Note: This recommendation is used generically and makes no reference to individual providers.*

1. Car share parking: That pursuant to clause 19 of the Bylaw, the area(s) referred to as **CS#** on **Road Name** as indicated on sheet(s) # is specified as a parking place reserved for use only by shared vehicles [at all times] [between the hours of **operating times/days**]. (As defined in the Bylaw, a shared vehicle means a vehicle operated by an organisation approved by Auckland Transport to provide its members, for a fee, access to a fleet of shared vehicles which they may reserve for use on an hourly basis.)

*Note: “At all times” is considered to be the “default” condition for this car share restriction. If at all times is chosen as the operating hours on the car share parking, this condition is not shown in bold text. Any deviation from at all times will be shown in bold text.*

Example

Car share parking: That pursuant to clause 19 of the Bylaw, the area referred to as **CS1** on **Federal Street** as indicated on sheet 1 is specified as a parking place reserved for use only by shared vehicles at all times. (As defined in the Bylaw, ashared vehicle means a vehicle operated by an organisation approved by Auckland Transport to provide its members, for a fee, access to a fleet of shared vehicles which they may reserve for use on an hourly basis.)

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## Reserved parking

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Road Network Operations and Parking Design

Enforcement: Parking Compliance

Purpose: The area is available for specified classes of vehicles e.g. bus, bicycle, car share, motorcycle, police, etc or authorised parking that is reserved for a specific class or activity, such as Local Board members, at all times or at specific times on a road or a building or a zone. This recommendation does not apply a permit or livery restriction to the reserved parking.

*Note: This reservation can cover: authorised vehicles (if a permit or livery is used to define the authorised vehicle, use* [recommendation 7.17](#_Parking_for_specified_3) *instead), bicycles, boat trailers, buses, AT Metro buses, campervans, caravans, car pool vehicles, coaches, cycles, Department of Corrections vehicles, Diplomatic Corp vehicles, electric vehicles, electric vehicles during charging, emergency vehicles, goods service vehicles, mobile library vehicles, mobility devices, mopeds, motorcycles, passenger vehicles, passenger service vehicles, police vehicles, residents’ vehicles, school buses, shared vehicles, small passenger service vehicles (this recommendation allows for the parking of small PSVs; if a small PSV stand is the desired restriction, use* [recommendation 7.11](#_Small_passenger_service_2) *instead), trailers, vehicles with boat trailers, vehicles with trailers and more.*

1. Reserved parking: That pursuant to clause 19 of the Bylaw, the area(s) referred to as **PR#** on **Road Name** as indicated on sheet(s) # is specified as a parking place reserved for use only by **specified class of vehicle** [at all times] [between the hours of **operating times/days**]. [The maximum time of parking specified class of vehicle is **time limit in minutes**.] (Delete this last sentence if there will not be any time restrictions placed on the specified vehicle parking.)

*Note: “At all times” is considered to be the “default” condition for this reserved parking restriction. If at all times is chosen as the operating hours for the reserved parking, this condition is not shown in bold text. Any deviation from at all times will be shown in bold text.*

Example

Reserved parking: That pursuant to clause 19 of the Bylaw, the area referred to as **PR1** on **Park Avenue** as indicated on sheet 1 is specified as a parking place reserved for use only by **bicycles** at all times.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Mobility parking

**Clause 20 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design and Road Network Operations

Enforcement: Parking Compliance

Purpose: The area is reserved exclusively for vehicles displaying an approved mobility parking permit. Can restrict that parking to a maximum time. Each area described will need to indicate these times if they apply.

1. Mobility parking: That pursuant to clause 20 of the Bylaw, the area(s) referred to as **MP#** on **Road Name** as indicated on sheet(s) # is specified as a mobility parking place reserved for the exclusive use of vehicles driven by or carrying disabled persons and displaying a current approved mobility permit [at all times] [between the hours of **operating days/times**]. [The maximum time for parking in the mobility place is **time limit in minutes**.] (Delete this last sentence if there will not be any time restrictions placed on the mobility parking.)

*Note: “At all times” and a time limit of 180 minutes are considered to be the “default” conditions for mobility parking. If at all times is chosen as the operating hours or 180 minutes is chosen as the time limit for the mobility parking, these conditions are not shown in bold text. Any deviation from at all times or 180 minutes will be shown in bold text.*

Examples

Mobility parking: That pursuant to clause 20 of the Bylaw, the areas referred to as **MP1** and **MP2** on **Godley Road** as indicated on sheets 1 and 2 is specified as a mobilityparking place reserved for the exclusive use of vehicles driven by or carrying disabled persons and displaying a current approved mobility permit at all times.

Mobility parking: That pursuant to clause 20 of the Bylaw, the areas referred to as **MP1** to **MP3** within the car park at **9-11 Fred Taylor Drive** as indicated on sheet 1 is specified as a mobilityparking place reserved for the exclusive use of vehicles driven by or carrying disabled persons and displaying a current approved mobility permit between the hours of **8:00am to 6:00pm, Monday to Sunday**. The maximum time for parking in the mobility place is 180 minutes.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Residents only parking

**Clause 21 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Enforcement: Parking Compliance

Purpose: The area is reserved as a residents' only parking. Residents must hold or 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.

1. Resident only parking: That pursuant to clause 21 of the Bylaw, the area(s) referred to as **PR#** on **Road Name** as indicated on sheet(s) # is specified as a residents’ only parking area for the exclusive use of vehicles holding or displaying residents’ parking permit;
2. That pursuant to clauses 19 and 21 of the Bylaw, the use of the residents’ only parking area must comply with the following conditions:
   1. The class of persons eligible to apply for residents’ permits are residents currently living [in the specified residents’ parking area [at] [in] **name**, **description or address**] [on **Road Name(s)**];
   2. People eligible to apply for residents’ permits may do so by registering with Auckland Transport as account holders and by providing Auckland Transport with the information necessary to confirm identity, address and vehicle registration number;
   3. The fee to be paid [annually] [monthly] [other time period] and the insert the manner of payment of fees;
   4. Classes of person who have been allocated a residents’ permit will be notified by Auckland Transport in writing that they are a residents permit holder and be instructed that the permit is an electronic permit only or that it is a physical permit which 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’ only parking is limited to **operating days and/or times**; delete if there are no time limits]
   6. [the operation of the ‘residents’ parking area’ is subject to the condition that insert condition. delete if there are no conditions]

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

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

## Pedestrian mall

Proposed by: Road Network Operations

Enforcement: Parking Compliance and Police

Purpose: To create an open and deliberately landscaped place for pedestrians, including children and families without the interference of vehicular movements in order to foster a strong urban community, social and friendly environment to improve connections, to meet people, to rest, and other social activities. Alternately, the power can be used as the only legal method currently available (in 2022) to block off through traffic on a road or intersection or create a modal filter.

*Note: The creation of a pedestrian mall requires the use of the special consultative procedure under the Local Government Act – this involves the consultation material “Statement of proposal (SOP)” being adopted by the TCC before consultation can start. The matter must therefore come to the TCC twice – once for approval of the consultation documents and once more for the actual decision.*

1. Pedestrian mall: Statement of Proposal report: It is recommended that the Traffic Control Committee (TCC):
   1. Note the contents of this report;
   2. Commence the process to declare a pedestrian mall on **Road Name** (as shown in Appendix 1), in accordance with section 336 Local Government Act 1974;
   3. Note that Auckland Transport (AT) is required to publicly consult on the proposed declaration using the special consultative procedure under section 83 Local Government Act 2002;
   4. Approve the draft Statement of Proposal, with its suggested prohibitions and exemptions, attached as Appendix 1 to be used as the statement of proposal required under section 83 of the Local Government Act 2002;
   5. Agree that the period for public consultation on the proposed declaration be set somewhere between one month (the statutory minimum) and three months;
   6. Note that following the consultation period, the TCC will need to decide whether to proceed with the proposed amended pedestrian mall declaration for **Road Name** having considered the submissions received.

*Note: The pedestrian mall report will not have the standard boiler plate recommendations as the start. So instead of staring at recommendation “D” it will start at “A”.*

1. Pedestrian mall: Pursuant to section 336 of the Local Government Act 1974 the Traffic Control Committee declares:
   1. The area(s) of **Road Name** shown shaded in [drawing #] [sheet(s) #] are declared to be a pedestrian mall.
   2. That the driving, riding or parking of vehicles (other than mobility devices) on any portion of the pedestrian mall is prohibited at all times subject only to the following exceptions:
      1. Emergency service vehicles may be driven and parked on any part of the pedestrian mall at any time that the driver considers necessary in the circumstances.
      2. Cycles and wheeled recreational devices may be ridden and parked on the pedestrian mall provided the rider:
         1. gives way to pedestrians and users of mobility devices;
         2. rides in a manner that is careful, considerate, and not hazardous to any other user of the pedestrian mall;
         3. rides at a speed that does not exceed 15 km/h;
         4. parks in a way that does not unreasonably obstruct any other user of the pedestrian mall;
         5. complies with all traffic control devices installed within or around the entry/exit to the pedestrian mall.
      3. With prior authorisation from Auckland Transport (by way of an approved temporary traffic management plan) vehicles may be driven and parked on the pedestrian mall when necessary for maintenance, construction, alteration, refurbishment or upgrade of buildings, structures, or public areas in or adjoining Road Name, provided the driver:
         1. complies with all conditions imposed on the authorisation;
         2. carries a copy of the approved temporary traffic management plan in the vehicle;
         3. complies with all traffic control devices installed within or around the entry/exit to the pedestrian mall.

*Note other specific conditions might apply such as a loading zone as follows*

* + 1. Goods vehicles may be driven and parked on the section of pedestrian mall describe location, provided the driver:
       1. enters the pedestrian mall solely for the purpose of loading or unloading of goods to premises within or adjoining the pedestrian mall;
       2. only uses the pedestrian mall between the hours of 5:00am to 8:00am (on any day of the week);
       3. complies with all traffic control devices installed within or around the entry/exit to the pedestrian mall.

1. For the avoidance of doubt, that traffic controls may be imposed within the pedestrian mall, for the purpose of managing the entry/exit, passage and/or parking of vehicles permitted by this declaration to enter the pedestrian mall, provided any such traffic controls do not conflict with the exemptions or conditions specified above.
2. That all previous pedestrian mall and traffic control decisions applicable within the area described in paragraph I above, are revoked once this pedestrian mall declaration takes effect.
3. That subject to section 336(2)(b) of the Local Government Act 1974, this resolution will take effect five weeks after the date the resolution is passed.

*Note: For pedestrian mall that is being used as a technique to block off a roadway to through traffic for motor vehicles use the following wording*

1. Pedestrian mall (traffic blocage): That pursuant to section 336 of the Local Government Act 1974, [the area referred to as **PM#** on] **Road Name** as indicated on sheet(s) # is declared to be a pedestrian mall. The driving, riding or parking of any motor vehicle is prohibited on the pedestrian mall at all times.

Example

1. Pedestrian mall: Pursuant to section 336 of the Local Government Act 1974 the Traffic Control Committee declares:
   1. The areas of **Vulcan Lane** shown shaded in the attached drawing #PTM-WLB-17286-ND-184-058 Rev B dated 30/8/2022 are declared to be a pedestrian mall.
   2. That the driving, riding or parking of vehicles (other than mobility devices) on any portion of the pedestrian mall is prohibited at all times subject only to the following exceptions:
      1. Emergency service vehicles may be driven and parked on any part of the pedestrian mall at any time that the driver considers necessary in the circumstances.
      2. Cycles and wheeled recreational devices may be ridden and parked on the pedestrian mall provided the rider:
         1. gives way to pedestrians and users of mobility devices;
         2. rides in a manner that is careful, considerate, and not hazardous to any other user of the pedestrian mall;
         3. rides at a speed that does not exceed 15 km/h;
         4. parks in a way that does not unreasonably obstruct any other user of the pedestrian mall;
         5. complies with all traffic control devices installed within or around the entry/exit to the pedestrian mall.
      3. With prior authorisation from Auckland Transport (by way of an approved temporary traffic management plan) vehicles may be driven and parked on the pedestrian mall when necessary for maintenance, construction, alteration, refurbishment or upgrade of buildings, structures, or public areas in or adjoining Vulcan Lane, provided the driver:
         1. complies with all conditions imposed on the authorisation;
         2. carries a copy of the approved temporary traffic management plan in the vehicle;
         3. complies with all traffic control devices installed within or around the entry/exit to the pedestrian mall.
      4. Goods vehicles may be driven and parked on the section of pedestrian mall between High Street and Queen Street, provided the driver:
         1. enters the pedestrian mall solely for the purpose of loading or unloading of goods to premises within or adjoining the pedestrian mall;
         2. only uses the pedestrian mall between the hours of 5:00am to 8:00am (on any day of the week);
         3. complies with all traffic control devices installed within or around the entry/exit to the pedestrian mall.
2. For the avoidance of doubt, that traffic controls may be imposed within the pedestrian mall, for the purpose of managing the entry/exit, passage and/or parking of vehicles permitted by this declaration to enter the pedestrian mall, provided any such traffic controls do not conflict with the exemptions or conditions specified above.
3. That all previous pedestrian mall and traffic control decisions applicable within the area described in paragraph I above, are revoked once this pedestrian mall declaration takes effect.
4. That subject to section 336(2)(b) of the Local Government Act 1974, this resolution will take effect five weeks after the date the resolution is passed.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Transport shelter (Bus shelter)

**Section 339 of the LGA1974**

Proposed by: Public Transport

Purpose: This recommendation is to approve a bus shelter in a specific location.

*Note: This recommendation 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 Unit*](mailto:transportcontrolsrequest@at.govt.nz?subject=Transport%20Shelter%20-%20assistance%20needed)*.*

*Note: a bus shelter can only be installed or moved if the extra level of consultation with the adjacent property has happened – including offering them the chance to give a presentation to the TCC.*

1. Bus shelter: That pursuant to section 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 **BS#** as indicated on sheet(s) #.

Example

Bus shelter: That pursuant to section 339 of the Local Government Act 1974, atransport shelter (bus shelter) is to be provided on **Manukau Road** in the area referred to as **BS1** as indicated on sheet 1.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# List of recommendations for approved traffic controls

# Traffic island

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Purpose: This recommendation is to provide a traffic island on the road.

*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.*

1. Traffic island: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a traffic island (Choose an item.) is to be provided on **Road Name** in the area(s) referred to as **T#** as indicated on sheet(s) #.

*Note: Traffic islands do not have to be raised; they may be painted as well. These flush islands serve the same purpose as a raised island. A flush island is marked similarly to a flush median with two centrelines and diagonal markings in between them; however, it is the purpose that determines whether the control will be a flush median or flush island. If selecting flush island from the drop-down list replace the* ***“T#”*** *with* ***“FI#”****.*

1. Traffic island: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a traffic island (flush island) is to be provided on **Road Name** in the area(s) referred to as **FI#** as indicated on sheet(s) #

Examples (raised island)

Traffic island: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004, a traffic island (central island) is to be provided on **Northcote Road** in the area referred to as **T1** as indicated on sheet 1.

(flush island)

Traffic island: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004, a traffic island (flush island) is to be provided on **Seddon Street** in the areas referred to as **FI1** and **FI2** as indicated on sheet 1.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Road hump

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Purpose: This recommendation is to provide a road hump on the road.

*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; restrict the speed of traffic; discourage the use of the road by vehicles in general or 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 9.3*](#_Traffic_calming_device)*.*

1. Road hump: 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, a road hump (Choose an item.) is to be provided on **Road Name** in the area(s) referred to as **H#** as indicated on sheet(s) #.

Example

Road hump: 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, a road hump(speed table) is to be provided on **Massey Road** in the areas referred to as **H1** and **H2** as indicated on sheet 1.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Traffic calming device

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Purpose: This recommendation is to provide a horizontal deflection device for the purpose of calming traffic.

*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; restrict the speed of traffic; 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 9.2*](#_Road_hump_1)*.*

1. Traffic calming device: 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, a traffic calming device (Choose an item.) is to be provided on **Road Name** in the area(s) referred to as **TC#** as indicated on sheet(s) #.

Example

Traffic calming device: 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, a traffic calming device(slow point consisting of delineators and edge lines)is to be provided on **Collingwood Street** in the areas referred to as **TC1** and **TC2** as indicated on sheet 1.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Pedestrian crossing

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is used to establish a pedestrian crossing.

1. Pedestrian crossing: That pursuant to section 334 of the Local Government Act 1974 and noting 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 **Z#** as indicated on sheet(s) #.

*Note: A pedestrian crossing combined with a cycle path or shared path is considered to be an intersection between the path and roadway so use the give way to cycles and pedestrians control to make it clear that drivers must give way to the cyclists and/or the pedestrians. Use the give way recommendation from* [*section 6.12*](#GiveWayToCyclistsPedestrians)*.*

Example

Pedestrian crossing: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 8 of the Land Transport Rule: Traffic Control Devices 2004, apedestrian crossingis to be provided on **Taikaranga Street** in the areas referred to as **Z1** and **Z2** as indicated on sheet 4.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# School crossing point

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is used to establish a school crossing point.

*Note: A school crossing point is a crossing point controlled by a school patrol – using stop signs on poles to alternately stop pedestrians and traffic. Kea crossing is the name given to the standard type of school crossing point. A kea crossing must have a school patrol recommendation with it.*

1. School crossing point: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 8.4 of the Land Transport Rule: Traffic Control Devices 2004, a school crossing point (kea crossing) is to be provided on **Road Name** in the area(s) referred to as **K#** as indicated on sheet(s) #.
2. School patrol: 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] [on the pedestrian crossing described [in recommendation letter] [shown on sheet #]].

*Note: A school patrol can be established on a pedestrian crossing. The pedestrian crossing is not a school crossing point, so only the school patrol recommendation is used and it refers to the pedestrian crossing where it has been established.*

Example (on a kea crossing)

School crossing point: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 8.4 of the Land Transport Rule: Traffic Control Devices 2004, a school crossing point (kea crossing) is to be provided on **Bailey Road** in the area referred to as **K1** as indicated on sheet 1.

School patrol: That pursuant to clause 8.3 of the Land Transport Rule: Traffic Control Devices 2004, the Board of Trustees of Bailey Road School be authorised to appoint two or more persons to act as **school patrols** on that school crossing point as described above.

(on a pedestrian crossing)

School patrol: That pursuant to clause 8.3 of the Land Transport Rule: Traffic Control Devices 2004, the Board of Trustees of St Leos School be authorised to appoint two or more persons to act as **school patrols** on the pedestrian crossing described in recommendation H.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Footpath and Carriageway

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: Parking Compliance

Purpose: This recommendation is used to establish what part of the road shall be footpath or carriageway.

*Note: It has not always been considered necessary to formally approve a footpath. Installing the footpath was considered tacit approval so most existing footpaths across the region will not be noted on resolution plans. However, there are various reasons why it may be considered useful to do so now, for example, in order to distinguish an area of footpath from a newly created cycle path. Also, if any safety or enforcement issues (for example, parking on the footpath) are expected or are existing, going through the formal approval process is recommended as the signed report removes any possible doubt about the enforceability of parking infringements. Therefore, it is expected that footpaths on all new roads or where a footpath is being added to an existing road will be included in the report.*

*We also do not expressly state where the carriageway (the old name for roadways as used in the Local Government Act 1974) is on most reports as this is inherently obvious even in new developments. But we do specify a carriageway if an existing road is being significantly diverted so as to occupy an entirely different portion of the road corridor (we revoke the old carriageway and resolve the new one) or if something that was previously a path is being converted into roadway, we would also use this power in that case.*

1. Footpath: That pursuant to section 319(1)(f) of the Local Government Act 1974, the area(s) referred to as **F** on **Road Name** as indicated on sheet(s) # is determined to be a footpath at all times.
2. Carriageway: That pursuant to section 319(1)(f) of the Local Government Act 1974, the area(s) referred to as **CY** on **Road Name** as indicated on sheet(s) # is determined to be a carriageway at all times.

*Note: If an existing road is being significantly diverted so as to occupy an entirely different portion of the road corridor, use the language below.*

1. Carriageway: That pursuant to section 319(1)(d) and (f) of the Local Government Act 1974, the area(s) referred to as **CY** on **Road Name** as indicated on sheet(s) # is determined to be the permanently diverted route of the carriageway.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Traffic signal control (midblock signal)

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is to provide a midblock traffic signal in order to allow pedestrians to cross the road or to stop traffic for emergency vehicles pulling out of their driveway, etc.

*Note: A pedestrian signal is a type of midblock traffic signal. So is a traffic signal you would find outside a fire station (if that fire station were not at an intersection). The pedestrian signal gets the label PS# whereas the fire station signal would get the label MS#. A pedestrian signal may not be used at a pedestrian crossing and this wording is not intended for providing a pedestrian phase at an intersection traffic signal.*

1. Traffic signal (midblock): That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and [8.5(3)] [6.5(13)] of the Land Transport Rule: Traffic Control Devices 2004, a traffic signal control is imposed on **Road Name** in the area(s) referred to as [**PS#**] [**MS#**] as indicated on sheet(s) #.

Example (pedestrian midblock signal – uses clause 8.5(3) of the TCD Rule)

Traffic signal (midblock): That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 8.5(3) of the Land Transport Rule: Traffic Control Devices 2004, traffic signalcontrolis imposed on **Victoria Street** in the area referred to as **PS1** as indicated on sheet 1.

Example (fire station midblock signal – uses clause 6.5(13) of the TCD Rule)

Traffic signal (midblock): That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 6.5(13) of the Land Transport Rule: Traffic Control Devices 2004, traffic signalcontrolis imposed on **Victoria Street** in the area referred to as **MS1** as indicated on sheets 2 and 3.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Traffic signal control (intersection signal)

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is to install a traffic signal at an intersection of two or more streets.

1. Traffic signal: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1, 8.5 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a traffic signal control is imposed at the intersection of **Road Name** and **Road Name** in the area referred to as **SI#** as indicated on sheet(s) #.

Example

Traffic signal: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1, 8.5 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a traffic signalcontrolis imposed atthe intersection of **Quay Street** and **Tangihua Street** in the area referred to as **SI1** as indicated on sheet 2.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Stop or give way control

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation 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.

1. [Stop] [Give way]: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a [stop control] [give way control] is imposed on **Road Name** at its intersection with Road Name as indicated on sheet(s) #.

Examples

Give way: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a give waycontrolis imposed on **Comet Crescent** at its northern intersection with Bader Drive as indicated on sheet 2.

Stop: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a stop controlis imposed on **Sommerville Road** at its intersection with Quinn Road as indicated on sheet 3.

*Note: Most unnamed private roads such as the exit from a supermarket car park will have no specific control at their intersection with a public road, although occasionally they will and that control will sit inside the line of the public road. These can be included in a report.*

Example (private road)

Give way: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a give way controlis imposed on the private road exiting **117 Bader Drive** at its intersection with Bader Drive as indicated on sheet 2.

*Note: The TCD Rule says you must have a limit line and the symbol (the triangle or the word “STOP”), but it allows for the possibility that the road surface will make it impractical to mark these things. Where the road surface makes it impractical to mark the symbol – either due to an unsealed road or where space is unavailable – the Traffic Control Committee or Traffic Operations Manager may make the decision to not mark the give way symbol/stop wording. You must have the approval of the Transport Controls Manager to use this recommendation.*

1. [Stop] [Give way]: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a [stop control] [give way control] is imposed on **Road Name** at its intersection with Road Name as indicated on sheet # and it is noted that as the [amount of available space on] [nature of] the road surface makes it impractical to mark the [give way triangle symbol] [stop wording], this will not be marked here.

*Note: If a shared path or cycle path crosses a road and it needs to be made clear that drivers must give way to the cyclists and/or the pedestrians, use the give way recommendation from* [*section 6.12*](#GiveWayToCyclistsPedestrians)*.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Roundabout control (with give way control, traffic signals or for low-speed roundabouts as defined in the TCD Rule)

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is to install a roundabout at an intersection of two or more streets. The roundabout approaches may be controlled by give way controls or traffic signals. This recommendation is also used for low-speed roundabouts as defined in the TCD Rule where the give way controls can be dropped.

1. Roundabout: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a [**low-speed**] [give way-controlled] [**traffic signals**-controlled] roundabout is imposed at the intersection of **Road Name** and **Road Name**, as indicated on sheet(s) #.

*Note: It is assumed the default style of roundabout is the roundabout controlled by give way on all approaches. The give way aspect of the roundabout control is therefore not in bold text. The type of roundabout control will be bold text if any other type of roundabout is proposed, as shown in the examples below.*

Example (give waycontrolled roundabout)

Roundabout: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a Give-Way controlled roundaboutis imposed at the intersection of **Seymour Road** and **Sunnyside Road**, as indicated on sheet 1.

Example (low-speed roundabout)

Roundabout: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a **low-speed** roundabout is imposed at the intersection of **Maybury Street** and **Dalton Street**, as indicated on sheet 2.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Metering signal control in advance of a roundabout

**Section 334 of the LGA1974 and clause 6.4(13) of the TCD2004**

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is to install a metering signal in advance of a roundabout.

*Note: This recommendation does not include establishing the roundabout control at the intersection. The roundabout proper may still need to be resolved separately from the metering signals.*

*Note: It is important to be clear whether the primary purpose of a signal is to provide metering to break up the dominant flow towards the roundabout or to impose a midblock pedestrian crossing point.*

1. Metering signals: That pursuant to section 334 of the Local Government Act 1974 and noting clause 6.4(13) of the Land Transport Rule: Traffic Control Devices 2004, a roundabout metering signal is imposed on **Road Name** in the area referred to as **MR#**, as indicated on sheet(s) #.

Example

Metering signals: That pursuant to section 334 of the Local Government Act 1974 and noting clause 6.4(13) of the Land Transport Rule: Traffic Control Devices 2004, a roundabout metering signal is imposed on **Cascades Road** in the area referred to as **MR1** as indicated on sheet 3.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Flush median

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is to provide a flush median on the road.

*Note: A flush median provides an area for a driver to wait during a two-stage right-turning manoeuvre. If the purpose of the markings is to keep traffic off the area so marked, the* [*flush island recommendation*](#FlushIsland) *is probably the better choice.*

1. Flush median: That pursuant to section 334 of the Local Government Act 1974 and noting 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 **FM#** as indicated on sheet(s) #.

Example

Flush median: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.4 of the Land Transport Rule: Traffic Control Devices 2004, aflush median is to be provided on **Point Chevalier Road** in the areas referred to as **FM2-1, FM3-1, FM3-2** and **FM6-1**, on **Meola Road** in the areas referred to as **FM11-1** and **FM11-2**, and on **Garnet Road** in the area referred to as **FM15-1** as indicated on sheets 2, 3, 6, 11, 15, and 16.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Edge line

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is to provide an edge line on the roadway to define the edge of the outermost lane or the edge of a lane beside a raised traffic island.

1. Edge line: That pursuant to section 334 of the Local Government Act 1974 and noting 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 on sheet(s) #.

*Note: As edge lines are fairly ubiquitous, they do not need to be numbered or have dimensions marked for them on the plan. The central traffic island of a roundabout should have a marked edge line. Other traffic islands should really have an edge line marked around them as well.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Shoulder markings

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is to provide shoulder markings on the roadway where the sealed area is wide enough that an edge line alone may imply another lane rather than the edge of the area intended for moving vehicles.

1. Shoulder marking: That pursuant to section 334 of the Local Government Act 1974 and noting 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 **SM#** as indicated on sheet(s) #.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Keep clear zone

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is used to establish a keep clear zone on a section of road at either an intersection or a driveway where vehicles have difficulty exiting or entering (particularly emergency services driveways).

1. Keep clear: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 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 **KC#** as indicated on sheet #.

Examples

Keep clear: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.6 of the Land Transport Rule: Traffic Control Devices 2004, a ‘keep clear’zoneis to be provided on **Dominion Road** at its intersection with Tennyson Street in the area referred to as **KC1** and on **Dominion Road** at its intersection with Halston Road in the area referred to as **KC2** as indicated on sheet 1.

Keep clear: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.6 of the Land Transport Rule: Traffic Control Devices 2004, a ‘keep clear’zoneis to be provided on **Maurice Road** in the area referred to as **KC1** as indicated on sheet 1.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# No passing restriction

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is to provide a no passing zone along a section of road.

1. No passing: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.3 of the Land Transport Rule: Traffic Control Devices 2004, a no passing restriction is imposed and road markings applied on **Road Name** in the area(s) referred to as **NP#** as indicated on sheet(s) #.

Example

No passing: 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 passingrestrictionis imposed and road markings applied on **View Road** in the area referred to as **NP2** as indicated on, and extending beyond, sheet 3. (For the avoidance of doubt, NP2 continues to a point 15.5m west of the western kerb prolongation of Sherbourne Road.)

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Layout of traffic lanes (without mandatory turning controls)

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation 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 6.5*](#_Layout_of_Lanes_1)*.*

1. Layout of lanes (with no mandatory turning controls): That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.12 of the Land Transport Rule: Traffic Control Devices 2004, lanes are provided for on **Road Name** as indicated on sheet(s) #.

*Note: This recommendation, with modification, can be used for some specific lane markings, i.e., sections of wide centrelines (provided for additional safety) and short sections of centreline on low volume roads not otherwise marked with lanes. This recommendation should not be used for a centreline provided as part of the markings for a stop or give-way; they are covered by that recommendation.*

1. Centreline: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.2 or 7.2A of the Land Transport Rule: Traffic Control Devices 2004 a [centreline] [wide centreline] is provided for on **Road Name** in the area(s) referred to as [**C**] [**WC**] as indicated on sheet(s) #.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# One way give way with priority

**Section 334 of the LGA1974 and clause 7.9 of the TCD2004**

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is to provide one way give way control that also establishes priority to a specific direction on a road narrowed to a single lane via some manner of traffic calming or at a one-lane bridge or tunnel.

1. One way give way (with priority): That pursuant to section 334(1) of the Local Government Act 1974 and noting clauses 2.1 and 7.9 of the Land Transport Rule: Traffic Control Devices 2004, a one-way give-way control giving priority to traffic heading in the specify direction direction is imposed on **Road Name** in the area referred to as **OG#** as indicated on sheet(s) #.

*Note: The following is used for a one-lane bridge or tunnel. Choose the appropriate option – bridge or tunnel.*

1. One lane [bridge] [tunnel]: That pursuant to section 334(1) of the Local Government Act 1974 and noting clauses 2.1 and 7.9 of the Land Transport Rule: Traffic Control Devices 2004, a one lane [bridge] [tunnel] give way control giving priority to traffic heading in the specify direction direction is imposed on **Road Name** in the area referred to as **OG#** as indicated on sheet(s) #.

Example (one lane bridge)

One lane bridge: That pursuant to section 334(1) of the Local Government Act 1974 and noting clauses 2.1 and 7.9 of the Land Transport Rule: Traffic Control Devices 2004, a one lane bridge give way control giving priority to traffic heading in the northwest direction is imposed on **Findlay Road** in the area referred to as **OG1** as indicated on sheet 2.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Variable lane control

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

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

*Note: a variable lane must either be going in one direction or the other (except during a transition period as it swaps). A dynamic lane goes one way in the morning peak and the other way in the evening peak but is a flush median at other times (except during the transition obviously).*

1. [Variable lane] [Dynamic lane]: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.13 of the Land Transport Rule: Traffic Control Devices 2004, a [variable] [dynamic] lane control is to be imposed on **Road Name** in the area(s) referred to as **V#** as indicated on sheet(s) #. The [variable] [dynamic] lane will operate in the specify direction direction between the hours of operating times/days and in the specify direction direction between the hours of operating times/days. [The lane will function as a flush median outside the specified periods]. (Delete this last sentence if the proposal is for a variable lane.)

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Slow vehicle bay

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation 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.

1. Slow vehicle bay: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 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 **SL#** as indicated on sheet(s) #.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Passing bay or lane

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is used if a passing bay or passing lane 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.

*Note: These are always used in conjunction with a no passing line.*

1. Passing lane: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.1 of the Land Transport Rule: Traffic Control Devices 2004, a passing 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 **PL#** as indicated on sheet(s) #.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Delineators

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Enforcement: New Zealand Police

Purpose: This recommendation is used to separate a cycle path from the roadway with solid barrier delineators or to use a row of hit sticks to divide two lanes or block off a lane or shoulder from vehicles. It can be adapted to any other necessary use of delineators but discuss with the [Transport Controls Unit](mailto:TransportControlsRequest@at.govt.nz?subject=Need%20assistance%20with%20delineators) for confirmation.

1. Delineation: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.10 of the Land Transport Rule: Traffic Control Devices 2004, delineators are to be provided on **Road Name** in the area(s) referred to as **D#** as indicated on sheet(s) #.

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

1. Delineation: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.10 of the Land Transport Rule: Traffic Control Devices 2004, delineators are to be provided on **Road Name**, except where interrupted by intersections and vehicles accesses, in the area(s) referred to as **D#** as indicated on sheet(s) #.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Home zone

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Proposed by: Road Network Operations

Enforcement: New Zealand Police

Purpose: This recommendation 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 this 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 create landscaped shared space type of shared zone in a city centre area and restrict parking within the shared zone under the bylaw, the recommendation to use is found in* [*section 6.13*](#_Shared_Zone_1)*.*

1. Shared zone (with parking allowed): That pursuant to the definition in clause 1.6 of the Land Transport Rule: Road User 2004, the area referred to as **SZ#** on **Road Name** as indicated on sheet(s) # is specified as being intended to be a shared zone for pedestrians and vehicles.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Advisory road marking

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

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Purpose: This recommendation is used to formalise a sharrow marking, a “slow” road marking or a surface friction treatment or might be used to indicate a text-based marking is being added to reinforce a speed limit or an advisory sign – such as a no exit.

*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.*

1. Advisory road marking: That pursuant to section 334 of the Local Government Act 1974, a Choose an item. is to be provided on **Road Name**, in the area(s) referred to as **AM** as indicated on sheet(s) #.

*Note: when using the last two options to reinforce a speed limit or advisory sign insert the nature of the marking in speech marks before the drop down item – so for example it would read “30” road marking to reinforce a speed limit or “NO EXIT” marking to reinforce an advisory sign.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Non-standard road marking

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

**Please consult the Transport Controls Manager before considering this control.**

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Proposed by: Road Network Operations

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.

1. Non-standard road marking: 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 Choose an item. are to be provided on **Road Name**, in the area(s) referred to as **AM** as indicated on sheet(s) #.

*Note: Guiding pedestrians would be items like painted kerb buildouts. Warning of vulnerable road users would be items like flashing yellow in-road illuminated pavement markers activated by approaching pedestrians or cycles.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Advance warning of control or road / lane change

**Section 334 of the LGA1974 and clauses 4 and 5 of the TCD2004**

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Purpose: AT may establish warning signs and markings on the roading system. AT has taken a less formal approach with some of these in the past, but for completeness and auditing purposes there should be a record of these decisions. These recommendations can be used as a basis for approval of signs or road markings for permanent non-regulatory controls. This recommendation is to provide permanent advance warning of controls or changes to the road or lane configuration.

*Note: These would be the W10 through W14 signs in the TCD Rule. For example, this covers the give way ahead, road narrows, hump, etc type of signs.*

1. Advance warning of control or change to road or lane: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 4 and 5 of the Land Transport Rule: Traffic Control Devices 2004, describe the TCD category of sign, e.g., road width or height, and state the text or description of the sign/marking in inverted commas, e.g., a road width, ‘ROAD NARROWS’ warning [sign] [road marking] is to be provided on **Road Name** in the area(s) shown on sheet(s) #.

Example

Advance warning of control or change to road or lane: That pursuant to section 334 of the Local Government Act 1974 and clauses 4 and 5 of the Land Transport Rule: Traffic Control Devices 2004, an advance warning of traffic control ‘STOP AHEAD’ warning sign is to be provided on **Bruce McLaren Road** in the areas shown on sheets 2 and 4.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# General or symbolic warning sign

**Section 334 of the LGA1974 and clauses 4 and 5 of the TCD2004**

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Purpose: AT may establish warning signs and markings on the roading system. AT has taken a less formal approach with some of these in the past, but for completeness and auditing purposes there should be a record of these decisions. These recommendations can be used as a basis for approval of signs or road markings for permanent non-regulatory controls. The recommendation is used in particular for active LED or flashing light warning signs.

*Note: These would be the W19 signs in the TCD Rule which convey a permanent warning of potential hazards by means of text (the general warning signs) or symbols (the symbolic warning signs) and include the active LED and active flashing light symbolic warning signs.*

1. General or symbolic warning sign: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 4 and 5 of the Land Transport Rule: Traffic Control Devices 2004, a [active [LED] [flashing lights]] [general ‘state the text of the sign’] [general variable] [symbolic ‘state the symbol on the sign’] warning sign is to be provided on **Road Name** in the area(s) shown on sheet(s) #.

Example

General or symbolic warning sign: That pursuant to section 334 of the Local Government Act 1974 and clauses 4 and 5 of the Land Transport Rule: Traffic Control Devices 2004, an active LED symbolic ‘pedestrians’ warning sign is to be provided on **Queen Street** in the areas shown on sheet 1.

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# Permanent hazard warning

**Section 334 of the LGA1974 and clauses 4 and 5 of the TCD2004**

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Purpose: AT may establish warning signs and markings on the roading system. AT has taken a less formal approach with some of these in the past, but for completeness and auditing purposes there should be a record of these decisions. These recommendations can be used as a basis for approval of signs or road markings for permanent non-regulatory controls. This recommendation is to provide advance warning of permanent hazardous conditions or permanent potentially hazardous conditions.

*Note: These would be the W14 through W18 and W20 signs in the TCD Rule. For example, this covers the permanent type of hazard, e.g., gravel road, horizontal curve chevron sight boards, keep left, etc or potential hazard, e.g., children, wind gusts, etc.*

1. Permanent hazard warning sign or marking: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 4 and 5 of the Land Transport Rule: Traffic Control Devices 2004, describe the TCD category of sign, i.e., road hazard, railway crossing, etc, and state the text or description of the sign/marking in inverted commas, e.g., ‘FIRE STATION‘ warning [sign] [road marking] is to be provided on **Road Name** in the area(s) shown on sheet(s) #.

Example

Permanent hazard warning sign or marking: That pursuant to section 334 of the Local Government Act 1974 and clauses 4 and 5 of the Land Transport Rule: Traffic Control Devices 2004, a road hazard ‘chevron curve indicator’ warning sign, is to be provided on **Whakapirau Road** in the areas shown on sheets 1 and 2.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Location / direction / destination / road safety information sign or marking

**Section 334 of the LGA1974 and clauses 4 and 5 of the TCD2004**

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Purpose: AT may establish warning signs and markings on the roading system. AT has taken a less formal approach with some of these in the past, but for completeness and auditing purposes there should be a record of these decisions. These recommendations can be used as a basis for approval of signs or road markings for permanent non-regulatory controls. This recommendation is to provide signs or markings to guide a road user to a destination or service.

*Note: These would include the A11 through A40 signs in the TCD Rule and information/location/road safety billboard type signs not covered by the TCD Rule. For example, this covers the route indicators (e.g., Tauranga turn left 300m, Hoani Waititi Marae 1km, etc) and tourist/motorist feature or service ahead (e.g., winery, public parking, electric vehicle charging station, shared zone, etc) information, as well as a gateway-style sign, e.g., “Welcome to XYZ suburb”; and “Drive Safely”.*

1. Advisory sign or marking for location, direction, destination or road safety information: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 4 and 5 of the Land Transport Rule: Traffic Control Devices 2004, describe the TCD category of sign, e.g., intersection direction, and state the text or description of the sign/marking in inverted commas, e.g., ‘HOANI WAITITI MARAE 1km’ advisory [sign] [road marking] is to be provided on **Road Name** in the area(s) shown on sheet(s) #.

Examples

Advisory sign or marking for location, direction, destination or road safety information: That pursuant to section 334 of the Local Government Act 1974 and clauses 4 and 5 of the Land Transport Rule: Traffic Control Devices 2004, an intersection direction‘HOANI WAITITI MARAE 1km’ advisory sign, is to be provided on **Pine Avenue** in the areas shown on sheets 1 and 3.

Advisory sign or marking for location, direction, destination or road safety information: That pursuant to section 334 of the Local Government Act 1974 and clauses 4 and 5 of the Land Transport Rule: Traffic Control Devices 2004, an ‘ELECTRIC VEHICLE CHARGING STATION’ advisory road marking is to be provided on **Carlton Gore Road** in the area shown on sheet 1.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Road / lane information sign or marking

**Section 334 of the LGA1974 and clauses 4 and 5 of the TCD2004**

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Purpose: AT may establish warning signs and markings on the roading system. AT has taken a less formal approach with some of these in the past, but for completeness and auditing purposes there should be a record of these decisions. These recommendations can be used as a basis for approval of signs or road markings for permanent non-regulatory controls. This recommendation is to provide signs or markings to provide advance warning of a control or a change in road/lane configuration.

*Note: These would be the A41 to A51 signs in the TCD Rule. For example, this covers the motorway ends, bus lane ahead, cyclists use left shoulder, merging traffic, etc type of signs.*

1. Advisory sign or marking for road or lane information: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 4 and 5 of the Land Transport Rule: Traffic Control Devices 2004, describe the TCD category of sign, e.g., lane information, and state the text or description of the sign in inverted commas, e.g., ‘MERGING TRAFFIC’ advisory [sign] [road marking], is to be provided on **Road Name** in the area(s) shown on sheet(s) #.

Example

Advisory sign or marking for road or lane information: That pursuant to section 334 of the Local Government Act 1974 and clauses 4 and 5 of the Land Transport Rule: Traffic Control Devices 2004, a cyclist information ‘contra-flow cycle lane’advisory sign, is to be provided on **Halsey Street** in the areas shown on sheets 1 to 3.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# Roadway art

**Section 334 of the LGA1974 and clause 5.6 of the TCD2004**

Resolved by: Traffic Control Committee

OR

Approved by: Traffic Operations Manager *[only used in rare cases where there are no controls that must be resolved by the committee as part of the same report]*

Purpose: This recommendation is used to authorise the installation of artworks marked onto the surface of the roadway. AT may mark artworks on the road surface only in specified circumstances referred to in the Rule in a lower-risk environment (the operating speed has been assessed and found to be less than 30km/h and is expected to be monitored). The proposed roadway art must not resemble or be similar to a traffic control device. It can’t mislead road users about the meaning of any traffic control device and must not be visually integrated into a marking specified in Schedule 2 of the Rule.

*Note: Artworks on a footpath, shared path or cycle path do not require approval under the TCD Rule.*

*Note: If the roadway art is the only matter being resolved, a separate report template exists. But if this recommendation is to be included in a broader report, specific information about the location must be incorporated into the report as shown in the roadway art template report.*

1. Roadway art: That pursuant to section 334 of the Local Government Act 1974 and noting clause 5.6(1) of the Land Transport Rule: Traffic Control Devices 2004, roadway art referred to as **ART#** is to be marked on **Road Name**, as indicated on sheet(s) #.

Example

Roadway art: That pursuant to section 334 of the Local Government Act 1974 and noting clause 5.6(1) of the Land Transport Rule: Traffic Control Devices 2004, roadway art referred to as **ART1** is to be marked on **Captain Scott Road** and the **Captain Scott Road / Oates Road / Wilson Road intersection** as indicated on sheets 2 to 7.

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

# List of recommendations for temporary traffic controls

## Restrictions: Stopping, standing and parking

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Road Corridor Access and Planned Events

Enforcement: Parking Compliance

Purpose: This recommendation allows temporary restrictionson the stopping, standing or parking of vehicles on any road by vehicle description and/or by time and day.

**Event or construction for less than a week(ish)**

1. Temporary no stopping: That pursuant to clause 18 of the Bylaw, thestopping, standing or parking of any vehicle in the area(s) indicated in the drawing on **Street Name, Suburb**, is prohibited [at all times] from **Time and Date** to **Time and Date.**

**Longer than a week**

1. Temporary no stopping: That pursuant to clause 18 of the Bylaw, thestopping, standing or parking of any vehicle is prohibited [at all times] in the area(s) referred to as **A#** on **Road Name** as indicated on sheet(s) # from **Time and Date** to **Time and Date.**

*Note: It is acceptable to state certain hours of the day for the period of works or for the entire day during the period of works. In the first instance, the parking will revert to regular use outside of the hours specified. If the prohibition only applies at set times during the day delete the words “at all times”. If it applies all day delete the brackets.*

Example 1 (daily restriction)

Temporary no stopping: That pursuant to clause 18 of the Bylaw, thestopping, standing or parking of any vehicle in the areas indicated in the drawing on **Beachcroft Avenue, Onehunga** is prohibited between **7:00am and 4:00pm** each day from **3 November 2023** to **7 November 2023.**

Example 2 (continuous restriction)

Temporary no stopping: That pursuant to clause 18 of the Bylaw, thestopping, standing or parking of any vehicle is prohibited at all times in the area referred to as **A1** on **Beachcroft Avenue,** as indicated on sheet 1 from **7:00am, 3 November 2023** to **4:00pm, 7 February 2024.**

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

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

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Road Corridor Access and Planned Events

Enforcement: Parking Compliance

Purpose: This recommendation applies to specific vehicles displaying permits or liveries 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, etc. The recommendation has been written to allow the temporary parking on resolved no stopping areas, but still preserve the prohibition against parking in the vicinity of intersections, pedestrian crossings, fire hydrants, etc, as specified in the Road User Rule.

**Event or construction for less than a week(ish)**

1. Temporary authorised parking: That pursuant to clause 19 of the Bylaw, except in areas where parking is prohibited under section 6 of the Land Transport (Road User) Rule 2004 [(other than resolved no stopping areas under 6.4)], the area(s) indicated in the drawing on **Street Name, Suburb**, [is] [are] (choose the appropriate grammar) specified to be a parking place [at all times] from **Time and Date** to **Time and Date.** Parking spaces are reserved in the parking place for the exclusive use ofauthorised vehicles [displaying or holding approved permits] [displaying insert name of organisation livery].

**Longer than a week**

1. Temporary authorised parking: That pursuant to clause 19 of the Bylaw, except in areas where parking is prohibited under section 6 of the Land Transport (Road User) Rule 2004 [(other than resolved no stopping areas under 6.4)], the area(s) referred to as **AV#**, as indicated on sheet(s) # on **Street Name,** [is] [are] (choose the appropriate grammar) specified to be a parking place [at all times] from **Time and Date** to **Time and Date.** Parking spaces are reserved in the parking place for the exclusive use ofauthorised vehicles [displaying or holding approved permits] [displaying insert name of organisation livery].

*Note: It is acceptable to state certain hours of the day for the period of works (i.e., from 7am to 4pm, Monday to Friday, from 3 November 2023 to 7 November 2023) or for the entire day during the period of works (from 7am, 3 November 2023 to 4pm, 7 November 2023). In the first instance, the parking will revert to regular use outside of the hours specified. If the prohibition only applies at set times during the day delete the words “at all times”. If it applies all day, then delete the square brackets.*

*Note: If the temporary parking will not be applied where there is a no stopping prohibition (evidenced by signs or markings), then section 6.4 in square brackets does not need to be explicitly mentioned in the recommendation and should be deleted.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Loading zone

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Road Corridor Access and Planned Events

Enforcement: Parking Compliance

Purpose: The purpose of the following recommendation is to temporarily restrict a piece of land, part of a road, or building or part of a building to be a loading zone for any vehicle or a 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). The recommendation has been written to allow the temporary parking on resolved no stopping areas, but still preserve the prohibition against parking in the vicinity of intersections, pedestrian crossings, fire hydrants, etc, as specified in the Road User Rule.

*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.*

**Event or construction for less than a week(ish)**

1. Temporary loading zone: That pursuant to clause 19 of the Bylaw, except in areas where parking is prohibited under section 6 of the Land Transport (Road User) Rule 2004 [(other than resolved no stopping areas under 6.4)], the area(s) indicated in the drawing on **Street Name, Suburb**, [is] [are] (choose the appropriate grammar) reserved as a parking place in the form of a loading zone [at all times] from **Time and Date** to **Time and Date**. Use of the loading zone is [permitted to any vehicle] [restricted to **authorised vehicles only**]. If the loading zone is being restricted to authorised vehicles to provide for construction vehicles loading and unloading goods at a construction site, add the sentence below. Vehicles authorised for this purpose are vehicles related to the construction work being undertaken [at address] [on Street Name].

**Longer than a week**

1. Temporary loading zone: That pursuant to clause 19 of the Bylaw, except in areas where parking is prohibited under section 6 of the Land Transport (Road User) Rule 2004 [(other than resolved no stopping areas under 6.4)], the area(s) referred to as **LZ#**, as indicated on sheet(s) # on **Street Name**, [is] [are] (choose the appropriate grammar) reserved as a parking place in the form of a loading zone [at all times] from **Time and Date** to **Time and Date**. Use of the loading zone is [permitted to any vehicle] [restricted to **authorised vehicles only**]. If the loading zone is being restricted to authorised vehicles to provide for construction vehicles loading and unloading goods at a construction site, add the sentence below. Vehicles authorised for this purpose are vehicles related to the construction work being undertaken [at address] [on Street Name].

*Note: It is acceptable to state certain hours of the day for the period of works (i.e., from 7am to 4pm, Monday to Friday, from 3 November 2023 to 7 November 2023) or for the entire day during the period of works (from 7am, 3 November 2023 to 4pm, 7 November 2023). In the first instance, the parking will revert to regular use outside of the hours specified. If the prohibition only applies at set times during the day delete the words “at all times”. If it applies all day, then delete the square brackets.*

*Note: If the temporary parking will not be applied where there is a no stopping prohibition (evidenced by signs or markings), then section 6.4 in square brackets does not need to be explicitly mentioned in the recommendation and should be deleted.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Bus stop

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Road Corridor Access and Planned Events

Enforcement: Parking Compliance

Purpose: The purpose of the following recommendation is to temporarily specify a piece of land, part of a road, or building or part of a building to be a bus stop. The recommendation has been written to allow the temporary parking on resolved no stopping areas, but still preserve the prohibition against parking in the vicinity of intersections, pedestrian crossings, fire hydrants, etc, as specified in the Road User Rule.

**Event or construction for less than a week(ish)**

1. Temporary bus stop: That pursuant to clause 19 of the Bylaw, except in areas where parking is prohibited under section 6 of the Land Transport (Road User) Rule 2004 [(other than resolved no stopping areas under 6.4)], the area(s) indicated in the drawing on **Street Name, Suburb**, [is] [are] (choose the appropriate grammar) reserved as a parking place in the form of a bus stop for the exclusive use of buses [at all times] from **Time and Date** to **Time and Date**.

**Longer than a week**

1. Temporary bus stop: That pursuant to clause 19 of the Bylaw, except in areas where parking is prohibited under section 6 of the Land Transport (Road User) Rule 2004 [(other than resolved no stopping areas under 6.4)], the area(s) referred to as **BS#**, as indicated on sheet(s) # on **Street Name**, [is] [are] (choose the appropriate grammar) reserved as a parking place in the form of a bus stop for the exclusive use of buses [at all 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, Monday to Friday, from 3 November 2023 to 7 November 2023) or for the entire day during the period of works (from 7am, 3 November 2023 to 4pm, 7 November 2023). In the first instance, the parking will revert to regular use outside of the hours specified. If the prohibition only applies at set times during the day delete the words “at all times”. If it applies all day, then delete the square brackets.*

*Note: If the temporary parking will not be applied where there is a no stopping prohibition (evidenced by signs or markings), then section 6.4 in square brackets does not need to be explicitly mentioned in the recommendation and should be deleted.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Bus parking

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Planned Events

Enforcement: Parking Compliance

Purpose: The purpose of the following recommendation is to temporarily restrict a piece of land, part of a road, or building or part of a building to be a bus parking area. The recommendation has been written to allow the temporary parking on resolved no stopping areas, but still preserve the prohibition against parking in the vicinity of intersections, pedestrian crossings, fire hydrants, etc, as specified in the Road User Rule.

**Event or construction for less than a week(ish)**

1. Temporary bus parking: That pursuant to clause 19 of the Bylaw, except in areas where parking is prohibited under section 6 of the Land Transport (Road User) Rule 2004 [(other than resolved no stopping areas under 6.4)], the area(s) indicated in the drawing on **Street Name, Suburb**, [is] [are] (choose the appropriate grammar) reserved as a parking place in the form of a bus parking place [at all times] from **Time and Date** to **Time and Date**.

**Longer than a week**

1. Temporary bus parking: That pursuant to clause 19 of the Bylaw, except in areas where parking is prohibited under section 6 of the Land Transport (Road User) Rule 2004 [(other than resolved no stopping areas under 6.4)], the area(s) referred to as **BP#**, as indicated on sheet(s) # on **Street Name**, [is] [are] (choose the appropriate grammar) reserved as a parking place in the form of a bus parking place [at all 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, Monday to Friday, from 3 November 2023 to 7 November 2023) or for the entire day during the period of works (from 7am, 3 November 2023 to 4pm, 7 November 2023). In the first instance, the parking will revert to regular use outside of the hours specified. If the prohibition only applies at set times during the day delete the words “at all times”. If it applies all day, then delete the square brackets.*

*Note: If the temporary parking will not be applied where there is a no stopping prohibition (evidenced by signs or markings), then section 6.4 in square brackets does not need to be explicitly mentioned in the recommendation and should be deleted.*

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## Mobility parking

**Clause 20 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Road Corridor Access and Planned Events

Enforcement: Parking Compliance

Purpose: The purpose of this recommendation is to temporarily 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. The recommendation has been written to allow the temporary parking on resolved no stopping areas, but still preserve the prohibition against parking in the vicinity of intersections, pedestrian crossings, fire hydrants, etc, as specified in the Road User Rule.

**Event or construction for less than a week(ish)**

1. Temporary mobility parking: That pursuant to clause 20 of the Bylaw, except in areas where parking is prohibited under section 6 of the Land Transport (Road User) Rule 2004 [(other than resolved no stopping areas under 6.4)], the area(s) indicated in the drawing on **Street Name, Suburb**, [is] [are] (choose the appropriate grammar) reserved as a parking place in the form of a mobility parking place for the exclusive use of vehicles driven by or carrying disabled persons and displaying a current approved mobility permit [at all times] from **Time and Date** to **Time and Date**. [The maximum time for parking in the mobility place is **time limit in minutes**.]

**Longer than a week**

1. Temporary mobility parking: That pursuant to clause 20 of the Bylaw, except in areas where parking is prohibited under section 6 of the Land Transport (Road User) Rule 2004 [(other than resolved no stopping areas under 6.4)], the area(s) referred to as **MP#**, as indicated on sheet(s) # on **Street Name**, [is] [are] (choose the appropriate grammar) reserved as a parking place in the form of a mobility parking place for the exclusive use of vehicles driven by or carrying disabled persons and displaying a current approved mobility permit [at all times] from **Time and Date** to **Time and Date**. [The maximum time for parking in the mobility place is **time limit in minutes**.]

*Note: It is acceptable to state certain hours of the day for the period of works (i.e., from 7am to 4pm, Monday to Friday, from 3 November 2023 to 7 November 2023) or for the entire day during the period of works (from 7am, 3 November 2023 to 4pm, 7 November 2023). In the first instance, the parking will revert to regular use outside of the hours specified. If the prohibition only applies at set times during the day delete the words “at all times”. If it applies all day, then delete the square brackets.*

*Note: If the temporary parking will not be applied where there is a no stopping prohibition (evidenced by signs or markings), then section 6.4 in square brackets does not need to be explicitly mentioned in the recommendation and should be deleted.*

*Note: If there will not be a maximum time applied to the mobility parking, delete the last sentence in brackets.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*

## Eden Park resident only parking

**Clause 21 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Planned Events

Enforcement: Parking Compliance

Purpose: This recommendation is used to temporarily specify a parking place, on a road, part of a road, zone or building or part of a building to be 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. The recommendation has been written to allow the temporary parking on resolved no stopping areas, but still preserve the prohibition against parking in the vicinity of intersections, pedestrian crossings, fire hydrants, etc, as specified in the Road User Rule.

1. Temporary Eden Park resident only parking: That pursuant to clause 21 of the Bylaw, except in areas where parking is prohibited under section 6 of the Land Transport (Road User) Rule 2004 [(other than resolved no stopping areas under 6.4)], the area(s) indicated in the drawing on the list of streets below, are specified to be a parking zone reserved for the exclusive parking of motor vehicles displaying a valid Eden Park Residents Only Parking parking permit from **Time and Date** to **Time and Date**. The conditions subject to the parking place described in this resolution will be evidenced by the appropriate signs.

|  |  |  |
| --- | --- | --- |
| Street name | From | To |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |

*Note: It is acceptable to state certain hours of the day for the period of works (i.e., from 7am to 4pm, Monday to Friday, from 3 November 2023 to 7 November 2023) or for the entire day during the period of works (from 7am, 3 November 2023 to 4pm, 7 November 2023). In the first instance, the parking will revert to regular use outside of the hours specified. If the prohibition only applies at set times during the day delete the words “at all times”. If it applies all day, then delete the square brackets.*

*Note: If the temporary parking will not be applied where there is a no stopping prohibition (evidenced by signs or markings), then section 6.4 in square brackets does not need to be explicitly mentioned in the recommendation and should be deleted.*

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## Road closure

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

Resolved by: Traffic Control Committee

Proposed by: Planned Events

Enforcement: Parking Compliance

Purpose: The purpose of this recommendation is to close a road temporarily to traffic for special events.

1. Temporary road closure: That pursuant to section 342(1)(b) and clause 11(e) to Schedule 10 of the Local Government Act 1974, the area(s) indicated in the drawing on **Street Name, Suburb**, [is] [are] (choose the appropriate grammar) closed to [all traffic, including pedestrians] [motor vehicles] [vehicles] from **Time and Date** to **Time and Date**. [Specified authorised vehicles displaying [or holding approved permits] [insert name of organisation livery] may drive on the closed road.] [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.)]

*Note: It is acceptable to state certain hours of the day for the period of works (i.e., from 7am to 4pm, Monday to Friday, from 3 November 2023 to 7 November 2023) or for the entire day during the period of works (from 7am, 3 November 2023 to 4pm, 7 November 2023). In the first instance, the parking will revert to regular use outside of the hours specified. If the prohibition only applies at set times during the day delete the words “at all times”. If it applies all day, then delete the square brackets.*

*Note: If either or both of the last two conditions will not apply to the temporary closure, then delete the appropriate sentence(s) in brackets.*

*For any queries and further assistance in regards to resolutions, please contact the Transport Controls Unit at* [*TransportControlsRequest@at.govt.nz*](mailto:TransportControlsRequest@at.govt.nz)*.*