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## 

# Explanatory notes

**How to use these template recommendations**

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

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

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

## Revocation and effective date clauses of resolutions

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

*Revocation clause:*

*“*That any previous resolutions or decisions pertaining to traffic controls made pursuant to any bylaw or other Road Controlling Authority power, to the extent that they are in conflict 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 prescribed 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 report in relation to parking or traffic* ***in parking zones.***

*Savings clause:*

“That any previous resolutions pertaining to [insert **the restrictions in the zone that are being saved** e.g. No Stopping At All Times restrictions; bus stops; P{mins}; taxi stands; mobility parking, etc.] made pursuant to any bylaw are saved by this resolution and continue in force in the current locations.”

*Revocation clause*

“That any previous resolutions not covered by (insert clause letter for “savings” clause above e.g. “D” ) made pursuant to any bylaw or other Road Controlling Authority power, to the extent that they are in conflict 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 prescribed for it under the Land Transport Rule: Traffic Control Devices 2004 are installed.”

## Revocation and effective date clauses of Manager 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 pertaining to traffic controls made pursuant to any bylaw or other Road Controlling Authority power, to the extent that they are in conflict 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 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 prescribed 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 revoked/removed. 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 prescribed 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 delete this paragraph.”

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

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

*Signage clause:*

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

*Enforcement clause:*

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

*Revocation clause:*

“That 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 in conflict with the traffic controls described in this resolution are **suspended** for the time this resolution is operational.”

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

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

*Signage clause:*

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

“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.

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

*Enforcement clause:*

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

*Revocation clause:*

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

## Local Government Act 1974 section 591

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

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

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

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

# List of recommendations for vehicle and road use restrictions

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Section 4

## One-way road

**Clause 7 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

This restriction is implemented as a road safety measure.

Recommendation:

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

*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 (Section 1). 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 used.*

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

1. the driver of a vehicle on **Road Name** (from A road to B road) **must travel** only in the direction as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX (except that the rider of a **cycle** who **may travel** in the opposite direction to that specifiedin this resolution).

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

**Enforcement:**

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

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

## Prohibited left or right turn

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Section 4

**Clause 8 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

This restriction is implemented as a road safety measure.

Recommendation:

1. That pursuant to clause 8 of the Auckland Transport Traffic Bylaw 2012 the driver of a vehicle insert **specific types of vehicles prohibited and excepted e.g. all vehicles except a bus** **must not turn** to the **[right] [left]** (use **direction** as appropriate and delete others) on **Road Name** as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

**Enforcement:**

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

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

## Restriction: Bus left or right turn

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Section 4

**Clause 8 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

This restriction is implemented as a bus priority measure.

Recommendation:

1. That pursuant to clause 8 of the Auckland Transport Traffic Bylaw 2012, all vehicles other than (insert as appropriate) buses, motorcycles, mopeds and cycles are **prohibited** from **turning** **[to the right] [to the left] [going straight ahead]** (use **direction** as appropriate and delete others) from the dedicated traffic lanes on **Road Name** as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

**Enforcement:**

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

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

## Prohibited U-turn

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Section 4

**Clause 8 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

This restriction is implemented as a road safety measure.

Recommendation:

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

Example

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

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

**Enforcement:**

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

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

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

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Section 4

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

Proposed by: Network Management

Purpose:

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

Recommendation:

1. That pursuant to clause 9 of the Auckland Transport Traffic Bylaw 2012, section 334 of the Local Government Act 1974, and clauses 2.1 and 7.12 of the Land Transport Rule: Traffic Control Devices 2004, **lanes**, including lanes restricted to traffic required to turn or go straight ahead as indicated by **arrow markings**, are provided for on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

**Enforcement:**

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

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

## Special vehicle lane (SVL) – bus lane

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Section 4

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

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

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

Recommendation:

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

Example

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

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

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

## Special vehicle lane – bus only lane

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Section 4

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

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

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

Recommendation:

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

Example

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

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

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

## Special vehicle lane – cycle lane

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Section 4

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

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

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

Recommendation:

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

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

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

Example

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

That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of vehicles is prohibited at all times** in the parts of road referred to as **‘CL1’** and **‘CL2’** on **Portage Road** as indicated on the attached drawing AT/WHLB/99999/AA/C250, rev A, dated 1/1/2015**,** except where interrupted by bus stops.

*Note: Delineators are a physical barrier and by definition, would not include flush islands which could also be included along the protected cycle lane to provide access to driveways, etc. If the cycle lane will include a mix of delineation and flush islands, use the recommendation below. The delineators and flush islands can be resolved together, so only a single label is needed. As with delineators alone, the delineation and flush islands can be resolved along the entirety of the protected cycle lane.*

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.10 of the Land Transport Rule: Traffic Control Devices 2004 a combination of **delineators** and **flush islands** are to be provided on **Street Name**, except where interrupted by intersections and vehicles accesses, in the area(s) referred to as **‘DF#’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Special vehicle lane – transit lane

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Section 4

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

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

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

Recommendation:

1. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the [area(s) of land] [part(s) of road] of **Road Name** as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is prescribed as a special vehicle lane in the form of a **transit** 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 3 500 kg at all times.
2. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the area of road identified in A above is additionally prescribed as a special vehicle lane restricted at the same times to clearly marked vehicles operated by **an ambulance service** when carrying, collecting or responding to a patient.

Example

That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred to as **‘TL1’** and **‘TL2’** of **Constellation Drive** as indicated on the attached drawing AT/KLB/99999/AA/C250, rev A, dated 1/1/2015 is prescribed as a special vehicle lane in the form of a **transit** and **heavy vehicles lane** restricted topassenger 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 3 500 kg between the hours of **7:00am to 9:00am** and between the hours of **4:00pm to 6:00pm, Monday to Friday**.

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

## Special vehicle lane – other

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Section 4

**Clause 10 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

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

Recommendation:

1. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the [area(s) of land] [part(s) of road] of **Road Name** [from describe point X to point Y] as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is prescribed as a **special vehicle lane restricted to specified class of vehicles** [**at all times**] [between the hours of **operating time/days**].

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

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

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

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Section 4

**Clause 11 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

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

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

Recommendation:

1. That pursuant to clause 11 of the Auckland Transport Traffic Bylaw 2012, [the part(s) of] **Road Name** is [restricted] [prohibited] [between the hours of **operating time/days] [at all times]** to **specific class of vehicle e.g. heavy vehicle, overdimension vehicle** as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Cycle path / Shared path

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Section 4

**Clause 12 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

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

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

Recommendation:

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

Insert B if it is a shared path

1. The priority for the following users of a shared path is pedestrians / riders of mobility devices / cyclists / riders of wheeled recreational devices (choose the order of priority).
2. That pursuant to clause 11 of the Auckland Transport Traffic Bylaw 2012 motor vehicles are prohibited from driving along the [cycle] [shared] path(s) referred to as [**‘CP#’**] [**‘SP#’**] on **Road Name** as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, except when crossing directly from the roadway to a driveway.

*Note: If a shared path or cycle path will be crossing a street 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.  The give way markings and sign need to be shown in the plan and the recommendation below added to the report.*

1. 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 at the intersection of **Road Name** and the [**CP#**] [**SP#**] [cycle] [shared] path and [**Z#**] pedestrian crossing as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Shared Zone

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Section 4

**Clause 13 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

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

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

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

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

If general parking is to be allowed in the shared zone (i.e., a “home zone”), the correct recommendation to use is found in [*section 5.22*](#_Home_Zone_1).

Recommendation:

1. That pursuant to clause 13 of the Auckland Transport Traffic Bylaw 2012 the area of **Road Name** identified as ‘**SZ#’** on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, 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 Auckland Transport Traffic Bylaw 2012, the parking of vehicles for the purpose of loading or unloading is permitted in the ‘SZ1’ shared zone between the hours of **operating hours including public holidays**. The driver may leave the vehicle unattended for a maximum time of **five minutes**.

*If specific parking is to be allowed in the shared zone ie for mobility parking, or motorcycle parking, library bus parking then use the standing recommendation for that here using in the location description “in the* ***‘SZ1’ shared zone*** *as indicated”*

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the area referred to as **label** in the ‘**SZ#’ shared zone** on **Road Name** as indicated in the attached drawing #TPC/15895-01, dated 04/06/2019 is specified as a parking place in the form of **type of reserved parking**. Any additional conditions are inserted here.

Example

That pursuant to clause 13 of the Auckland Transport Traffic Bylaw 2012 the area of **Federal Street** identified as ‘**SZ1’** on the attached drawing #AT/WLB/15895/AA/01, dated 01/01/2020, 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 Auckland Transport Traffic Bylaw 2012, 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 driver may leave the vehicle unattended for a maximum time of **five minutes**.

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the area referred to as **‘MP1’** in the ‘**SZ1’ shared zone** on **Federal Street** as indicated in the attached drawing #TPC/15895-01, dated 04/06/2019 is specified as a parking place in the form of **motorcycles only parking**. Only motorcycles are entitled to use the parking place **at all times**. The parking of motorcycles on the parking place is defined as a maximum time of **180 minutes**.

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

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

## No Cruising area

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

**Clause 14 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management or Road Safety at police request

Purpose:

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

Recommendation:

1. That pursuant to clause 14 of the Auckland Transport Traffic Bylaw 2012, [the section of road] **[Road Name]** is specified as a road on which **cruising is [controlled] [restricted] [prohibited]** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.
2. That (insert appropriate conditions….)
3. That any previous resolutions pertaining to traffic controls made pursuant to any

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

## Light motor vehicle restriction

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Section 4

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

**Clause 15 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management or Road Safety at police request

Purpose:

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

Recommendation:

1. That pursuant to clause 15 of the Auckland Transport Traffic Bylaw 2012, any motor vehicle having a **gross vehicle weight less than 3,500kg** is [restricted] [prohibited] from **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, between the hours of **9pm and 4am**.

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

## Engine Braking Prohibition or Restriction

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Section 4

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

**Clause 16 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

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

Recommendation:

1. That pursuant to clause 16 of the Auckland Transport Traffic Bylaw 2012, **engine braking** is [prohibited] [restricted] on **Road Name** having a speed limit less than 70 km/h between the hours of **operating time/days** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

## Unformed Legal Road Restriction on Motor Vehicles

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Section 4

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

**Clause 17 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management

Purpose:

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

Recommendation:

1. That pursuant to clause 17 of the Auckland Transport Traffic Bylaw 2012, motor vehicles exceptions (e.g. motor vehicles that are used by residents or that are used by persons visiting residential properties) are restricted from using **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.
2. That the following conditions …

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

# List of recommendations for parking restrictions

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Section 4

## Prohibition: No Stopping At All Times

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management and Parking Design

Purpose:

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

Recommendation:

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

**For a single street**

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

**For multiple streets**

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

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

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

## Restriction: Stopping, standing and parking

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Section 4

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management and Parking Design

Purpose:

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

Recommendation:

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

Example

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

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

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

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## Restriction: Clearway

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Section 4

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management and Parking Design

Purpose:

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

Recommendation:

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

Example

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

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

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

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

## Limitation: Stopping, standing and parking

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Section 4

**Clause 18 Auckland Transport Traffic Bylaw 2012**

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

Proposed by: Network Management and Parking Design

Purpose:

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

Recommendation:

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

Example

That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **limits the stopping, standing or parking to** **rubbish trucks** in the area referred to as **‘AL1’** on **Watson Avenue** as indicated in the attached drawing, AT/AELB/99999/AA/C250, rev A, dated 1/1/2015between the hours of **5:00am to 4:00pm, Monday to Saturday**.

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

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

## Berm Parking prohibition

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**Clause 18 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Purpose:

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

Recommendation:

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

Example

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

Note: All reports must include a prohibition against parking on the berm. To make it easier to include this prohibition in the report, the reporting officer may use the following clause. The plan does not need any supporting visuals for the language below (i.e., no hatching or revision clouds are necessary to delineate the prohibition), but does require a note on each sheet stating: parking off the roadway is prohibited on all roads in this drawing.

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

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

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

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

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

## Parking place (Building or Transport station)

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Section 4

**Section 591 Local Government Act 1974**

Proposed by: Parking Design and Network Management

Purpose:

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

Recommendation:

1. That pursuant to section 591(1)(d) of the Local Government Act 1974 and clause 19(1)(a) of the Auckland Transport Traffic Bylaw 2012 (“**the Bylaw**”) the kerbside edges of [the roads] [**Road Name(s)** as shown] in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX are authorised for use as a **parking place** except for locations where parking is prohibited 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 Auckland Transport Traffic Bylaw 2012 (“**the Bylaw**”) the kerbside edges of the roads in the attached drawing #AT/WILB/99999/AA/C250, rev A, dated 1/1/2015 are authorised for use as a **parking place** except for locations where parking is prohibited under the Bylaw or other legislation.

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

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

## Angle parking

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design (consulting Network Management for safety operation)

Purpose:

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

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

Recommendation:

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

Example

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

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

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

## Loading zone

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design (consulting Network Management for safety operation)

Purpose:

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

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

Recommendation:

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

Example:

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

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

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

## Paid parking – linear

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Purpose:

This pursuant 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.

Recommendation:

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

[Insert this for fixed charge]

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

[Insert this for variable charge]

(i) the charge payable is calculated as follows:

1. for time periods of up to one hour, at a rate of $dollar amount;
2. for time periods between one and two hours, $dollar amount plus a rate of $dollar amount per hour for the second hour;
3. for time periods longer than two hours, $dollar amount plus a rate of $dollar amount per hour for any time in excess of the first two hours **charges based on time and date**;
4. the method for paying for the parking of a vehicle in the parking area must be as set by the ‘Manner of payment for paid parking places resolution’ (ID number 15024) passed by the Traffic Control Committee on 23 April 2018 pursuant to clause 9(1)(f) of the Auckland Council Traffic Bylaw 2015, or as set by any resolution that amends or replaces that resolution.

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

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

## Paid parking – zone

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Section 4

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

Proposed by: Parking Design

Purpose:

The purpose of this pursuant is to establish a parking zone.

Bananas

Recommendation:

1. That pursuant to section 591(1)(d) of the Local Government Act 1974 and clause 19(1)(a) of the Auckland Transport Traffic Bylaw 2012 (“**the Bylaw**”) the kerbside edges of the roads in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX are authorised for use as a **parking place** except for locations where parking is prohibited under the Bylaw or other legislation.

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

1. That pursuant to clause 19(1)(a) of the Bylaw the **zone description** indicated by **‘PZ1**’ [on **Road Name(s)**] [on the carpark off **Road Name(s)**] in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is designated as a **parking zone**.
2. That pursuant to clause 19(1) of the Bylaw the **zone description** indicated by **‘PZ1**’ in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is a **paid parking** area between the hours of **operating times/days.** Theparking of any vehicle [, except an authorised vehicle,] at a parking place in the **zone description** must comply with the following conditions:

[Insert this for fixed charge]

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

[Insert this for variable charge]

(i) the charge payable to park a vehicle in each paid parking area at all relevant times is calculated as follows:

1. for time periods of up to one hour, at a rate of $dollar amount;
2. for time periods between one and two hours, $dollar amount plus a rate of $dollar amount per hour for the second hour;
3. for time periods longer than two hours, $dollar amount plus a rate of $dollar amount per hour for any time in excess of the first two hours **charges based on time and date**;
4. the method for paying for the parking of a vehicle in the parking zone must be as set by the ‘Manner of payment for paid parking places resolution’ (ID number 15024) passed by the Traffic Control Committee on 23 April 2018 pursuant to clause 9(1)(f) of the Auckland Council Traffic Bylaw 2015, or as set by any resolution that amends or replaces that resolution.

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

1. That pursuant to clause 19(1) of the Bylaw an authorised vehicle for the purposes of [C] above is a vehicle which holds or displays an annual permit or displays a daily permit issued by Auckland Transport that complies with the conditions set out in this resolution.
2. That pursuant to clause 19(1) of the Bylaw the conditions of use for the parking of authorised vehicles in the parking place are;

*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 necessary particulars.
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 restriction.
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 restriction.
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 annual permit or daily permit may only be used in the parking place that is defined in the **zone description** indicated **‘PZ1**’ in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX and is not an authorised vehicle for the purpose of any other authorised vehicle parking place on the Auckland Transport system.
2. That any previous resolutions pertaining to [No Stopping At All Times] [bus stops] [Pmins] [taxi stands] [mobility parking] [loading zones] [choose other restrictions in the zone that are saved] in the **zone description** indicated **‘PZ1**’ 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.
3. That any previous resolutions not covered by [F]. made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
4. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

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

## Time-restricted parking – linear

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

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

Proposed by: Parking Design

Purpose:

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

Recommendation:

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

Example

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

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

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

## Time-restricted parking – zone

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Section 4

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

Proposed by: Parking Design

Purpose:

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

Recommendation:

1. That pursuant to section 591(1)(d) of the Local Government Act 1974 and clause 19(1)(a) of the Auckland Transport Traffic Bylaw 2012 (“**the Bylaw**”) the kerbside edges of the roads in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX are authorised for use as a **parking place** except for locations where parking is prohibited under the Bylaw or other legislation.
2. That pursuant to clause 19(1)(a) of the Bylaw the **zone description** indicated by **‘PZ#’** [on **Road Name(s)**] [on the carpark off **Road Name(s)**] in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is designated as a **parking zone**.
3. That pursuant to clause 19(1) (c) of the Bylaw the maximum time for parking for any vehicle [except an authorised vehicle] at a parking place in the **zone description** indicated by **‘PZ#’** in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is **time limit in minutes** between the hours of **operating times/days**.

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

1. That pursuant to clause 19(1) of the Bylaw an authorised vehicle for the purposes of [C] above is a vehicle which holds or displays an annual permit or displays a daily permit issued by Auckland Transport that complies with the conditions set out in this resolution.
2. That pursuant to clause 19(1) of the Bylaw the conditions of use for the parking of authorised vehicles in the parking place are;

*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 necessary particulars.
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 restriction.
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 restriction.
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 annual permit or daily permit may only be used in the parking place that is defined in the **zone description** indicated **‘PZ1**’ in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX and is not an authorised vehicle for the purpose of any other authorised vehicle parking place on the Auckland Transport system.
2. That any previous resolutions pertaining to [No Stopping At All Times] [bus stops] [Pmins] [taxi stands] [mobility parking] [loading zones] [choose other restrictions in the zone that are saved] in the **zone description** indicated **‘PZ1**’ 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.
3. That any previous resolutions not covered by [F]. made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
4. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

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

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

## Pick-up/drop-off parking

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

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

Proposed by: Parking Design

Purpose:

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

**Note**: 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 place 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.

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is specified as a parking place restricted to **vehicles picking up waiting passengers or dropping off passengers** between the hours of **operating times/days** and is conditional on the driver remaining with the vehicle.

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

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

## Car share

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

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

Proposed by: Parking Design

Purpose:

The area is available only for car share vehicle parking.

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

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] referred to as **‘CS#’** on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is specified as a parking place restricted to use only by **shared vehicles** (being a class of vehicle specified in theAuckland Transport Traffic Bylaw 2012) **[**between the hours of **operating times/days] [at all times].**

Example

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, part of road referred to as **‘CS1’** on **Federal Street** as indicated in the attached drawing AT14688 – 01, dated 20/03/2018, is specified as a parking place restricted to use only **shared vehicles** (being a class of vehicle specified in the Auckland Transport Traffic Bylaw 2012) **at all times**.

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

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

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

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Purpose:

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

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

Recommendation:

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

Example

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

**Insert for vehicles that need permits**

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

Example

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

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

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

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

## Bus parking

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Purpose:

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

Recommendation:

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

Example

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

Example (AT Metro bus parking)

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

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

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

## Motorcycles only parking

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Purpose:

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

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is specified as a parking place in the form of **motorcycles only** parking.Only motorcycles are entitled to use the parking place **[at all times] [**between the hours of **operating times/days]**. The parking of motorcycles on the parking place is defined as a maximum time of **time limit in minutes**. (delete this last sentence if there will not be any time restrictions on the motorcycle parking)

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

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

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

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Network Management and Parking Design

Purpose:

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

Recommendation:

* 1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is specified as a parking place in the form of **specified class of vehicle only** parking. Only specified class of vehicle are entitled to use the parking place **[at all times] [**between the hours of **operating times/days]**. The maximum time of parking specified class of vehicleisdefined as **time limit in minutes**. (delete this last sentence if there will not be any time restrictions on the specified vehicle parking)

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

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

## Bus stop

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design, Network Management and AT Metro

Purpose:

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

Recommendation:

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

Example:

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

Example (AT Metro bus parking)

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

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

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

## Bus stop – 5 minutes maximum

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Section 4

**Clause 19 Auckland transport traffic Bylaw 2012**

Proposed by: Parking Design, Network Management and AT Metro

Purpose:

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

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

Recommendation:

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

Example:

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

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

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

## Small passenger service vehicle stand

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Purpose:

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

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

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is specified as a transport station in the form of a **small passenger service vehicle (PSV) stand** for the exclusive use of small PSVs **[at all times] [**between the hours of **operating times/days]**. That the conditions of use of the small PSV stand must be that the PSV is available for hire and the driver must stay with the vehicle.

Example:

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of road referred to as **‘TS1’** on **Manukau Road** as indicated in the attached drawing #AT/AELB/99999/AA/C250, Rev A, dated 1/1/2015, forming part of the resolution is specified as a transport station in the form of a **small passenger service vehicle (PSV) stand** for the exclusive use of small PSVs between the hours of **9:00am and 4:00pm, Monday to Friday**. That the conditions of use of the small PSV stand must be that the PSV is available for hire and the driver must stay with the vehicle.

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

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

## AT local transport station parking

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Purpose:

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

Recommendation:

1. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the [name] [description] [address] [area(s) of land] [any road] [part(s) of road] [zone] [building] [part(s) of building] on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX, is specified as a transport station in the form of **authorised vehicle only parking** [**at all times**] [between the hours of **operating times/days**]. For the purposes of this resolution an authorised vehicle is an **AT Local vehicle** (being a vehicle used in the provisions of on-demand rideshare services managed and controlled by Auckland Transportdisplaying the AT Local livery)**.**

Example:

That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the part of road referred to as **‘TS1’** on **Arion Road** as indicated in the attached drawing #AT/PLB/99999/AA/C250, Rev A, dated 1/1/2015, is specified as a transport station in the form of **authorised vehicle only parking at all times**. For the purposes of this resolution an authorised vehicle is an **AT Local vehicle** (being a vehicle used in the provisions of on-demand rideshare services managed and controlled by Auckland Transportdisplaying the AT Local livery)**.**

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

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

## Mobility parking

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Section 4

**Clause 20 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design and Network Management

Purpose:

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

Recommendation:

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

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

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

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

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Section 4

**Clause 21 Auckland Transport Traffic Bylaw 2012**

Proposed by: Parking Design

Purpose:

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

Recommendation:

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

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

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

## Residents Only parking

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Section 4

**Clause 21 Auckland Transport Traffic Bylaw 2012**

This resolution is for residents’ only parking

Proposed by: Parking Design

Purpose:

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

Recommendation:

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

1. That pursuant to clause 19 and 21 of the Auckland Transport Traffic Bylaw 2012, the use of the residents’ parking area must comply with the following conditions:
2. Only residents currently living in [the specified residents’ parking area] **name / description or address / on list of roads**] may apply for and use a residents’ parking area permit for this area.
3. the permit must be displayed correctly on the dashboard or windscreen of the vehicle so that the printed details of the area location and validity date are clearly visible from outside the vehicle or if the vehicle is a motorcycle or other vehicle without a secure dashboard the receipt must be displayed in a secure location that is obviously visible from the front of the vehicle
4. the operation of the residents’ only parking is limited to **operating days and / or times**;
5. the fee to be paid [annually] [monthly] [other time period] and the insert the manner of payment of fees;
6. the operation of the ‘residents’ parking area’ is subject to the condition that **insert condition or delete if there are no conditions.**

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

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

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

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Section 4

## Pedestrian mall

Proposed by: Network Management

Purpose:

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

*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.*

Recommendation:

* + 1. That pursuant to section 336 of the Local Government Act 1974 the [part of] **Road name** indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXXis declared to be a pedestrian mall. The driving, riding or parking of any vehicle **is prohibited** [except for describe **specified vehicle authorised** **vehicles** (delete if all vehicles are prohibited)] [**at all times**][between the hours of **operating days/times**]**;**

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

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

## Transport shelter (Bus shelter)

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Section 4

**Sections 317 and 339 of the LGA1974**

Proposed by: AT Metro

Purpose:

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

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

Recommendation:

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

Example

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

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

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

# List of recommendations for approved traffic controls

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Section 4

## 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:

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

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

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a **traffic island** (Describe the type of TI within brackets such as: refuge island, side island, central island, etc.) is to be provided on **Road Name** in the area(s) referred to as [**‘T1’**] [**‘T2’**] [**‘T3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

*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.*

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a **traffic island** (flush island) is to be provided on **Road Name** in the area(s) referred to as [**‘FI1’**] [**‘FI2’**] [**‘FI3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Road hump

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Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.9(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]*

Purpose:

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

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

*If the device creates a vertical deflection, this is the correct recommendation to use. If the device creates a horizontal deflection, use the Traffic Calming Device recommendation in* [*section 5.3*](#_Traffic_calming_device)*.*

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.9(3) of the Land Transport Rule: Traffic Control Devices 2004 a **road hump** (Describe the type of RH within brackets such as: speed table, speed hump, speed cushion, etc.) is to be provided on **Road Name** in the area(s) referred to as [**‘H1’**] [**‘H2’**] [**‘H3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Traffic calming device

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Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.9(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]*

Purpose:

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

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

*If the device creates a horizontal deflection, this is the correct recommendation to use. If the device creates a vertical deflection, use the Road Hump recommendation in* [*section 5.2*](#_Road_hump_1)*.*

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.9(3) of the Land Transport Rule: Traffic Control Devices 2004 a **traffic calming device** (Describe the type of calming device within brackets such as: chicane, slow point, other device (describe the device/s)is to be provided on **Road Name** in the area(s) referred to as [**‘TC1’**] [**‘TC2’**] [**‘TC3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Pedestrian crossing

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Section 4

**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]*

Purpose:

This pursuant is used to establish a pedestrian crossing.

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 8 of the Land Transport Rule: Traffic Control Devices 2004 a **pedestrian crossing** is to be provided on **Road Name** in the area(s) referred to as [**‘Z1’**] [**‘Z2’**] [**‘Z3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## School crossing point

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Section 4

**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]*

Purpose:

This pursuant is used to establish a school crossing point.

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

Recommendation:

1. That pursuant to clause 8.4 of the Land Transport Rule: Traffic Control Devices 2004 a **school crossing point (kea crossing) (***Don’t use**‘****kea crossing****’ wording if it is operating on a pedestrian crossing***)** is to be provided on **Road Name** in the area(s) referred to as [**‘K1’**] [**‘K2’**] [**‘K3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.
2. That pursuant to clause 8.3 of the Land Transport Rule: Traffic Control Devices 2004 the Board of Trustees of name of the school be authorised to appoint two or more persons to act as **school patrols** on [that school crossing point as described above] [the pedestrian crossing described in recommendation letter].

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

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

## Footpath

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Section 4

**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]*

Purpose:

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

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

*Note: This recommendation can also be used to designate an area as carriageway. Replace ‘F’ with ‘CY’ and replace “footpath” with “carriageway”.*

Recommendation:

1. 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 in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX is determined to be a **footpath** at all times.

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

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

## Traffic signal control (midblock signal)

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Section 4

**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]*

Purpose:

The purpose of this pursuant 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. A pedestrian signal may not be used at a pedestrian crossing and is not intended for providing a pedestrian phase at an intersection traffic signal.

*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 same midblock traffic signal recommendation would be used for both, but the pedestrian signal gets the label PS# whereas the fire station signal would get the label MS#.*

*Note: The reference to the relevant Traffic Control Devices Rule 2004 clause is different for a midblock pedestrian signal than for any other type of midblock traffic signal. Remember to choose the correct clause.*

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and [8.5(3)] [6.1(a)(i)] of the Land Transport Rule: Traffic Control Devices 2004 **traffic signal** controlis imposed at all times and road markings, signals and signs erected on **Road** **Name** as indicated by [**‘PS1’**] [**‘MS1’**] in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

Example (pedestrian midblock signal – use clause 8.5(3) for the TCD reference)

That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 8.5(3) of the Land Transport Rule: Traffic Control Devices 2004 **traffic signal** controlis imposed at all times and road markings, signals and signs erected on **Victoria Street** as indicated by **‘PS1’** in the attached drawing, AT/AELB/99999/AA/C250, rev A, dated 1/1/2015.

Example (fire station midblock signal – use clause 6.1(a)(i) for the TCD reference)

That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 6.1(a)(i) of the Land Transport Rule: Traffic Control Devices 2004 **traffic signal** controlis imposed at all times and road markings, signals and signs erected on **Victoria Street** as indicated by **‘MS1’** in the attached drawing, AT/AELB/99999/AA/C250, rev A, dated 1/1/2015.

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

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

## Traffic signal control (intersection signal)

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Section 4

**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]*

Purpose:

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

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **traffic signal** controlis imposed at all times and road markings, signals and signs erected atthe intersection of **Road Name** and **Road Name**, as indicated by [**‘SI#’**] in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Stop or Give-Way control

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Section 4

**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]*

Purpose:

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

Recommendation:

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

Example (one intersection)

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

Example (two intersections)

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

*Note: The TCD Rule says you must have a limit line and the symbol 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. You must have the approval of the Transport Controls Team Leader to use this recommendation.*

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **Give-Way** controlis imposed at all times on **Road Name** as indicated as **‘GW#’** in the attached drawing ##XXXX, Rev X, dated XX/XX/XXXX and as the amount of available space on the road surface makes it impractical to mark the give way symbol triangle, 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 2.12*](#_Cycle_path_/)*.*

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

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

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Section 4

**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]*

Purpose:

The purpose of this pursuant is to install a roundabout at an intersection of two or more streets. The roundabout approaches may be controlled by Give-Way controls or traffic signals. This recommendation is also used for low-speed roundabouts as defined in the TCD Rule.

*Note: Low-speed roundabouts do not include signs and markings, so references to the signs and markings should be removed from the text when resolving a low-speed roundabout.*

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 a [**low-speed**] **roundabout [**controlled by [Give-Way] [**traffic signals**] is imposed at all times and road markings and signs erected at the intersection of **Road Name** and **Road Name**, as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

Example (give-way controlled roundabout)

That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **roundabout** controlled by Give-Way is imposed at all times and road markings and signs erected at the intersection of **Seymour Road** and **Sunnyside Road**, as indicated in the attached drawing #AT/HMLB/99999/AA/C250, rev A, dated 1/1/2015.

Example (low-speed roundabout)

That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 a **low-speed** **roundabout** is imposed at all times at the intersection of **Maybury Street** and **Dalton Street**, as indicated in the attached drawing #AT/MTLB/99999/AA/C250, rev A, dated 1/1/2015.

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

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

## Roundabout metering signal control

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Section 4

**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]*

Purpose:

The purpose of this pursuant is to install a metering signal in advance of a roundabout

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clause 6.4(13) of the Land Transport Rule: Traffic Control Devices 2004 a **roundabout metering signal** is imposed on **Road Name**, as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

Example

That pursuant to section 334 of the Local Government Act 1974 and clauses and clause 6.4(13) of the Land Transport Rule: Traffic Control Devices 2004 a **roundabout metering signal** is imposed in the area referred to as **‘MR1’** on **Cascades Road** as indicated in the attached drawing AT/HLB/99999/AA/C251, Rev A, dated 1/1/2015.

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

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

## Flush median

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Section 4

**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]*

Purpose:

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

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.4 of the Land Transport Rule: Traffic Control Devices 2004 a **flush median** is to be provided on **Road Name** in the area(s) referred to as [**‘FM1’**] [**‘FM2’**] [**‘FM3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Edge line

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Section 4

**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]*

Purpose:

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

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.5 of the Land Transport Rule: Traffic Control Devices 2004 an **edge line** is to be provided on **Road Name** in the area(s) referred to as **‘EL’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Shoulder markings

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Section 4

**Section 334 of the LGA1974 and clauses 2.1 and 7.6 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:

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

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.6 of the Land Transport Rule: Traffic Control Devices 2004 a **shoulder marking** is to be provided on **Road Name** in the area(s) referred to as [**‘SM1’**] [**‘SM2’**] [**‘SM3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Keep Clear zone

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Section 4

**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]*

Purpose:

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

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clause 10.6 of the Land Transport Rule: Traffic Control Devices 2004 a **‘Keep Clear’** zoneis to be provided on **Road Name** at its intersection with Road Name in the area referred to as [**‘KC1’**] [**‘KC2’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## No Passing restriction

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Section 4

**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]*

Purpose:

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

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.3 of the Land Transport Rule: Traffic Control Devices 2004 a **no passing** restrictionis imposed at all times and road markings applied on **Road Name** in the area(s) referred to as [**‘NP1’**] [**‘NP2’**] [**‘NP3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

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

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Section 4

**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]*

Purpose:

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

*Note: Where there are arrow markings use* [*recommendation 2.5*](#_Layout_of_Lanes_1)*.*

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.12 of the Land Transport Rule: Traffic Control Devices 2004 **lanes** are provided for on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

*Note: This recommendation, with modification, can be used for some specific lane markings –centrelines or lane lines.*

*Centreline or wide centreline*

1. That pursuant to section 334 of the Local Government Act 1974 and 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 in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

*Lane lines*

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.11 of the Land Transport Rule: Traffic Control Devices 2004 **lane lines** are provided for on **Road Name** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## One way give way with priority

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Section 4

**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]*

Purpose:

The purpose of this pursuant 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.

Recommendation:

1. That pursuant to section 334(1) of the Local Government Act 1974 and noting clause 7.9 of the Land Transport Rule: Traffic Control Devices 2004, traffic at the one lane location referred to as **‘OG#’** on **Road Name** is to be controlled by a **one way give way** control giving priority to traffic heading in the \*specify direction\* direction as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

1. That pursuant to section 334(1) of the Local Government Act 1974 and noting clause 7.9 of the Land Transport Rule: Traffic Control Devices 2004, traffic at the one lane [bridge] [tunnel] location referred to as **‘OG#’** on **Road Name** is to be controlled by a **one lane [bridge] [tunnel] give way** control giving priority to traffic heading in the \*specify direction\* direction as indicated on the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Variable lane control

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Section 4

**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]*

Purpose:

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

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.13 of the Land Transport Rule: Traffic Control Devices 2004 **variable lane control** is to be imposed on **Road Name** in the area(s) referred to as to [**‘V1’**] [**‘V2’**] [**‘V3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Slow vehicle bay

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Section 4

**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]*

Purpose:

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

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clause 7.1 of the Land Transport Rule: Traffic Control Devices 2004 a **slow vehicle bay** in the form of a lane to the left of the main traffic lane is to be provided on **Road Name** in the area(s) referred to as to [**‘SL1’**] [**‘SL2’**] [**‘SL3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Passing bay or lane

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Section 4

**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]*

Purpose:

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

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974 and clause 7.1 of the Land Transport Rule: Traffic Control Devices 2004 a **passing** [**bay**] [**lane**] in the form of a lane to the right of the main traffic lane is to be provided on **Road Name** in the area(s) referred to as to [**‘PL1’**] [**‘PL2’**] [**‘PL3’**] as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Delineators

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Section 4

**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]*

Purpose:

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

Recommendation:

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

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

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

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

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

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## Home zone

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Section 4

**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: Network Management

Purpose:

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

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

*Note: If the intent is to restrict parking within the shared zone under the bylaw, the recommendation to use is found in* [*section 2.13*](#_Shared_Zone_1)*.*

Recommendation:

1. That pursuant to the definition in clause 1.6 of the Land Transport Rule: Road User 2004, **Road Name** is intended to be a **shared zone for pedestrians and vehicles,** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

## Advisory road marking

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Section 4

**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:

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

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

Recommendation:

1. That pursuant to section 334 of the Local Government Act 1974, a **sharrow marking** is to be provided on **Street Name**, in the area(s) referred to as **‘AS’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.
2. That pursuant to section 334 of the Local Government Act 1974, a **“slow” road marking** is to be provided on **Street Name**, in the area(s) referred to as **‘AS’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.
3. That pursuant to section 334 of the Local Government Act 1974, **surface friction treatment** is to be provided on **Street Name**, in the area(s) referred to as **‘AS’** as indicated in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

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

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

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## Non-standard road marking

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Section 4

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

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

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: Network Management

Purpose:

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

Recommendation:

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

*Note: Things like painted kerb buildouts.*

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

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

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

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## 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 road system, but there should be a record of decision for these. These recommendations can be used as a basis for approval of signs or road markings for permanent non-regulatory controls. The purpose of this recommendation is to provide permanent advance warning of controls or changes to the road/lane configuration.

*Explanatory 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.*

Recommendation:

1. 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, describe the TCD category of sign, e.g., road width or height, state the text or description of the sign/marking in inverted commas, e.g., ‘ROAD NARROWS’ **warning** [**sign**] [**road** **marking**] is to be provided on **Road Name** in the area(s) shown in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

*Example*

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, advance warning of traffic control ‘STOP AHEAD’ **warning sign** is to be provided on **Bruce McLaren Road** in the area shown in the attached drawing AT/HMLB/99999/AA/C251, Rev A, dated 1/1/2015.

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

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

## General and symbolic warning signs

**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 road system, but there should be a record of the decision for them. 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.

*Explanatory 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.*

Recommendation:

1. 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 [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 in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

*Example*

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 in the attached drawing AT/WLB/99999/AA/C251, Rev A, dated 1/1/2015.

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

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

## Permanent hazard warnings

**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 road system, but there should be a record of the decision for them. These recommendations can be used as a basis for approval of signs or road markings for permanent non-regulatory controls. The purpose of this recommendation is to provide advance warning of permanent hazardous conditions.

*Explanatory 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.*

Recommendation:

1. 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 describe the TCD category of sign, i.e., [road hazard] [railway crossing] [miscellaneous], 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 in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

*Example*

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 road hazard ‘CHEVRON CURVE INDICATOR’ **warning sign**, is to be provided on **Whakapirau Road** in the areas shown in the attached drawing AT/RLB/99999/AA/C251, Rev A, dated 1/1/2015.

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

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

## Location/direction/destination/road safety information signs

**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 advisory signs and markings on the road system, but there should be a record of the decision for them. These recommendations can be used as a basis for approval of signs or road markings for permanent non-regulatory controls. The purpose of this recommendation is to provide signs or markings to guide a road user to a destination or service.

*Explanatory 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”.*

Recommendation:

1. 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 describe the TCD category of sign, e.g., intersection direction**,** 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 in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

*Example*

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 intersection direction‘HOANI WAITITI MARAE 1km’ **advisory sign**, is to be provided on **Pine Avenue** in the area shown in the attached drawing AT/WRLB/99999/AA/C251, Rev A, dated 1/1/2015.

*Example*

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 ‘electric vehicle charging station’ **advisory** **road marking** is to be provided on **Carlton Gore Road** in the area shown in the attached drawing AT/WLB/99999/AA/C251, Rev A, dated 1/1/2015.

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

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

## Road/lane information signs/markings

**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 advisory signs and markings on the road system, but there should be a record of the decision for them. These recommendations can be used as a basis for approval of signs or road markings for permanent non-regulatory controls. The purpose of this recommendation is to provide signs or markings to provide advance warning of a control or a change in road/lane configuration.

*Explanatory 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.*

Recommendation:

1. 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 describe the TCD category of sign, e.g., intersection direction, 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 in the attached drawing #XXXX, Rev X, dated XX/XX/XXXX.

*Example*

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 cyclist information ‘CONTRA-FLOW CYCLE LANE’ **advisory sign**, is to be provided on **Halsey Street** in the area shown in the attached drawing AT/WLB/99999/AA/C251, Rev A, dated 1/1/2015.

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

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

# List of recommendations for temporary traffic controls

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Section 4

## Restrictions: Stopping, standing and parking

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Road Corridor Access and Special Events

Purpose:

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

Recommendation:

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

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

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

From: **Time and Date**

To: **Time and Date**

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

*Example 1*

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

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

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

From: **3 November 2014**

To: **7 November 2014**

*Example 2*

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Section 4

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

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

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

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

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

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

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

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

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

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Road Corridor Access and Special Events

Purpose:

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

Recommendation:

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

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

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

From: **Time and Date**

To: **Time and Date**

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

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

## Loading zone

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Road Corridor Access and Special Events

Purpose:

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

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

Recommendation:

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

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

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

From: **Time and Date**

To: **Time and Date**

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

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

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## Bus parking

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Section 4

**Clause 19 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Special Events

Purpose:

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

Recommendation:

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

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

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

From: **Time and Date**

To: **Time and Date**

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

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

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## Mobility parking

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Section 4

**Clause 20 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Road Corridor Access and Special Events

Purpose:

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

Recommendation:

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

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

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

From: **Time and Date**

To: **Time and Date**

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

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

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## Eden Park resident only parking

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Section 4

**Clause 21 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Special Events

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

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

Recommendation:

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

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

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

From: **Time and Date**

To: **Time and Date**

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

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

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

## No Stopping At All Times

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Section 4

**Clause 18 Auckland Transport Traffic Bylaw 2012**

Resolved by: Traffic Control Committee

Proposed by: Road Corridor Access

Purpose:

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

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

Recommendation:

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

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

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

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

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

## Road closure

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Section 4

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

Resolved by: Traffic Control Committee

Proposed by: Special Events

Purpose:

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

Recommendation:

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

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

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

From: **Time and Date**

To: **Time and Date**

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

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

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

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