



Traffic Control Committee

Permanent Traffic and Parking Changes

Local Board: WAITEMATĀ
Location: Pitt Street, Auckland Central
Proposal Description: Loading zone and amended bus lane operational hours
Reporting Officer: Suresh Patel, Delivery Manager – Network Integration

Report ID: 18923 **Date Resolved:** 21 MAR 2025

1. Project Purpose

1.1 Origin and desired outcome

The Karanga-a-Hape Station Neighbourhood and Bus Improvements project proposes changes to the transport network and streets around the new City Rail Link station entrances in Beresford Square and Mercury Lane. The Pitt Street components of the wider project are currently under construction, with new cycle lanes, pedestrian enhancements, bus stops and bus lanes being delivered.

During external consultation on the wider project, concerns were expressed by the local business community regarding the lack of loading zones in the proposals for Pitt Street. The project team have revisited this matter and an amendment to the citybound bus lane is now proposed – this will align bus lane operating hours with those currently in operation on the citybound side of Karangahape Road and then allow a commercial loading zone to be installed and operated at times when the bus lane is not operative.

1.2 Location

The road is located between Karangahape Road and Greys Avenue in the Waitematā Local Board area. Adjoining land use is commercial in nature, with the Beresford Square entrance to the new train station on the western side.

Road name	Road classification	Annual Average Daily Traffic (vpd)	Over-weight/Over-dimension route	Bus, Bike and/or Walking route
Pitt Street	Secondary Arterial	20,945	No	Rapid Transit Network Connector bike route Primary walking route

1.3 Proposal

It is proposed to provide a new loading zone and amended bus lane operational hours as shown on the attached drawing No. PTM/WLB/18923/JT/423, Rev A, Sheet 1, dated 23 January 2025.

The existing bus lane, bus stop, signalised pedestrian crossing, lane arrows, cycle path and no stopping at all times road markings on Pitt Street were approved by the Traffic Control Committee on 19 July 2024, under resolution ID# 18605.

The existing bus lanes, loading zones, time restricted mobility parking and surface friction treatments on Karangahape Road were approved by the Traffic Control Committee on 21 June 2024, under resolution ID# 18343A.

1.4 Strategic alignment

1.4.1 Design standards

The proposed design complies with the standards set in the Transport Design Manual.

1.4.2 Safety

The proposal is minor in nature with no impact on safe operations of the road network.

1.4.3 Other strategies

The proposal is strongly aligned with Room to Move: Tāmaki Makaurau Auckland's Parking Strategy, the City Centre Bus Plan, the Regional Rapid Transit Pathway and the Transport Emissions Reduction Pathway. The wider project proposal strongly supports effective and efficient Rapid Transit bus services, but this specific element also notes that the Pitt Street kerb space is also vitally important for local business needs and aims to balance these competing needs accordingly.

1.5 Options assessment

The objective of the project is to deliver additional loading zone space in the southern end of Pitt Street in a manner that does not compromise bus operational requirements. To achieve this, a number of decisions were made regarding alternative controls before being ruled out in favour of the proposal.

Option One

This is the Do-Nothing option. Whilst this option keeps the future kerbs of Pitt Street free of any parking activity that could impact bus operations in this important section of the Rapid Transit Network, it does not respond to ongoing concerns from the Karangahape Road business community regarding the non-provision of on-street goods vehicle loading zones to support commercial operations in this location.

For this reason, this is not the preferred option.

Option Two

This option would see a 24/7 good vehicle loading zone incorporate on the western side of Pitt Street, close to the roads' intersection. This was the preferred outcome sought by the Karangahape Road Business Association on behalf of its members. There was an additional request to repurpose the existing bus stop on Karangahape Road to the east of the Pitt Street intersection to better support business on the eastern side of Pitt Street.

During peak periods, significant numbers of buses will turn from Karangahape Road into Pitt Street and many bus services will use the new citybound bus stop that is being installed

adjacent to the station entrance on Pitt Street. Metro Services has expressed concerns in relation to how a loading zone that is operative during weekday peak periods may negatively impact inbound bus operations and general traffic conditions in the area.

The bus stop in Karangahape Road is in close proximity to the train station entrances and it has a direct route into it from the other side of the Karangahape Road / Pitt Street intersection. As part of ongoing conversations with landowners in the area, the Pitt Street Methodist Church is permitting its tenants to use the off-street space in front of the church for loading and servicing. This space support business activity on the eastern side of Pitt Street and does not compromise eastbound bus operations on Karangahape Road.

For these reasons, this is not the preferred option.

Option Three

Given the concerns raised by the Public Transport team regarding the interaction of the loading zone location on the western kerb with high bus volumes, alternative options further to the north in Pitt Street were explored – specifically, locations to the north of the new mid-block crossing, as in this location, buses will have departed from the citybound bus stop and transitioned into the offside traffic lane to make a right turn into Vincent Street.

Whilst this option removed the potential conflict between loading activity and buses, it was deemed to be too far from the businesses that it is meant to be serving in the Pitt Street / Beresford Square area. Furthermore, the walking route for deliveries from this location would be on a significantly uphill movement.

For these reasons, this was not the preferred option.

Option Four

This option modifies Option Two to deliver an off-peak loading zone on the western kerb of Pitt Street, directly to the north of the Karangahape Road intersection. The full-time off-street option in front of the Methodist Church is retained to support business on the eastern side of the street. Bus tracking was provided to demonstrate that this location would not compromise bus movements from Karangahape Road into Pitt Street and subsequently from the running lane into the new northbound bus stop.

This option balances the needs of businesses in the area but recognises that efficient bus operations need to be balanced with other needs. The proposed operational times for the bus lane have been aligned with those currently operating on the citybound side of Karangahape Road, thus supporting peak period bus services in a consistent manner. At other times, the area will function as a goods vehicle only loading zone.

For these reasons, this is the preferred option.

2. Engagement

2.1. Internal Engagement Analysis

The following internal parties were consulted about the proposal on 27 August 2024.

Department	Response
Public Transport	Concerns addressed below
Parking Design and Solutions	No concerns raised

The comments that were rejected by the designer or required discussion are addressed below.

Public Transport

- The team has reiterated its position that, from a public transport operations perspective, they still have concerns regarding the provision of an off-peak loading zone in this location.
- The project team noted that these concerns have been discussed with other stakeholders within Auckland Transport and a decision has been taken that there is a need to balance public transport operational needs against business outcomes in this location, given the lack of viable alternative options to support businesses on the western side of Pitt Street.

The comments were recorded and it was further noted that this matter would be reviewed post opening of City Rail Link and when all buses have returned to their regular route paths.

2.2. Local Board Engagement Analysis

The Waitematā Local Board was consulted on 3 December 2024 and fully supported the proposal.

The local board is aware of the ongoing business concerns on this matter and has been supportive of the wider project throughout its development and implementation.

2.3. External Engagement Analysis

The following concerns were raised during engagement with affected **EXTERNAL** parties.

The affected external parties below were informed of the proposal on 30 August 2024.

Stakeholder:	Methodology:	Response:
Residents / Landowners	None	Not consulted - Not Impacted
Businesses	All via business association	No concerns raised

Communication Channel (Used/Not Used)			
Online Content	Not Used	Public Meeting	Not Used
Other Materials			Not Used

Whilst no specific external engagement has been undertaken for this targeted proposal to provide a loading zone on the western Pitt Street kerb, this aspect of the wider project has been consistently commented on during ongoing dialogue between Auckland Transport and the Karangahape Road Business Association.

The proposal responds to these ongoing concerns and the final proposal has been communicated to the business association on 30 August 2024.

2.4. Closeout

The internal stakeholders were informed of the final proposal via email on 28 August 2024. No further comments were received.

The external stakeholders were informed of the final proposal via email on 30 August 2024. No further comments were received.



Permanent Traffic and Parking Changes

Traffic Control Order

Local Board: WAITEMATĀ

Location: Pitt Street, Auckland Central

Proposal Description: Loading zone and amended bus lane operational hours

Recipients: Report to Traffic Control Committee

Reporting Officer: Suresh Patel, Delivery Manager – Network Integration

Report ID: 18923

Date Resolved: 21 MAR 2025

Decision

The Traffic Control Committee, in accordance with its delegated authority, and being of the opinion that these controls are a justified limitation on the right to freedom of movement on roads which will not unduly impede vehicular traffic using the road, resolves:

- A. Bylaw clause: That for the purpose of these recommendations any reference to “the Bylaw” is a reference to the Auckland Transport Traffic Bylaw 2012 and that any references to “the Council Bylaw” is a reference to the Auckland Council Traffic Bylaw 2015.
- B. Drawings: Drawing PTM/WLB/18923/JT/423, sheet 1, Rev A, dated 23 January 2025, forms part of this Traffic Control Order and references in the clauses below are references to this drawing unless otherwise stated.
- C. Bus lane: That pursuant to clause 10 of the Bylaw, the area referred to as **BL1** on **Pitt Street** as indicated on sheet 1 is specified as a special vehicle lane, in the form of a bus lane restricted to buses, cycles, mopeds and motorcycles between the hours of **7am and 10am and 3pm and 7pm, Monday to Friday**.
- D. Loading zone: That pursuant to clause 19 of the Bylaw, the part of road referred to as **LZ1** on **Pitt Street** as indicated on sheet 1 is specified as a loading zone **at all other times**, except the times described in Recommendation C. Use of the loading zone is restricted to goods vehicles. The driver may leave the vehicle unattended for a maximum time of five minutes.
- E. No stopping at all times: That pursuant to clause 18 of the Bylaw, the stopping, standing or parking of any vehicle is prohibited at all times in the areas referred to as **A1** and **A2** on **Pitt Street**, as indicated on sheet 1.
- F. Layout of lanes: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.12 of the Land Transport Rule: Traffic Control Devices 2004, lanes (including lanes restricted to traffic required to turn or go straight ahead as indicated by arrow markings), are provided for on the roads within the scope of this report as indicated by the lane lines, centre lines, continuity lines and edge lines in the drawing.

- G. Parking place (general): That pursuant to section 591(1)(d) of the Local Government Act 1974 and clause 19(1)(a) of the Bylaw, the kerbside edges of all the roadways within the scope of this report are authorised for use as a parking place except for locations where parking is prohibited under the Bylaw or other legislation.
- H. No stopping off the roadway: That pursuant to clause 18 of the Bylaw and noting clause 12.2 of the Land Transport Rule: Traffic Control Devices 2004, except in specifically authorised parking places, the stopping, standing or parking of vehicles off the roadway is prohibited at all times on the roads within the scope of this report where the roadway is edged by a kerb and where there is no kerb but the road margin has been planted as a lawn or garden.
- I. Coming into effect: The traffic controls, restrictions and/or prohibitions described in this Traffic Control Order 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.
- J. Revocations: That any previous resolutions or decisions about traffic controls made under any bylaw or other Road Controlling Authority power are revoked to the extent that they are incompatible with the traffic controls resolved in this report.

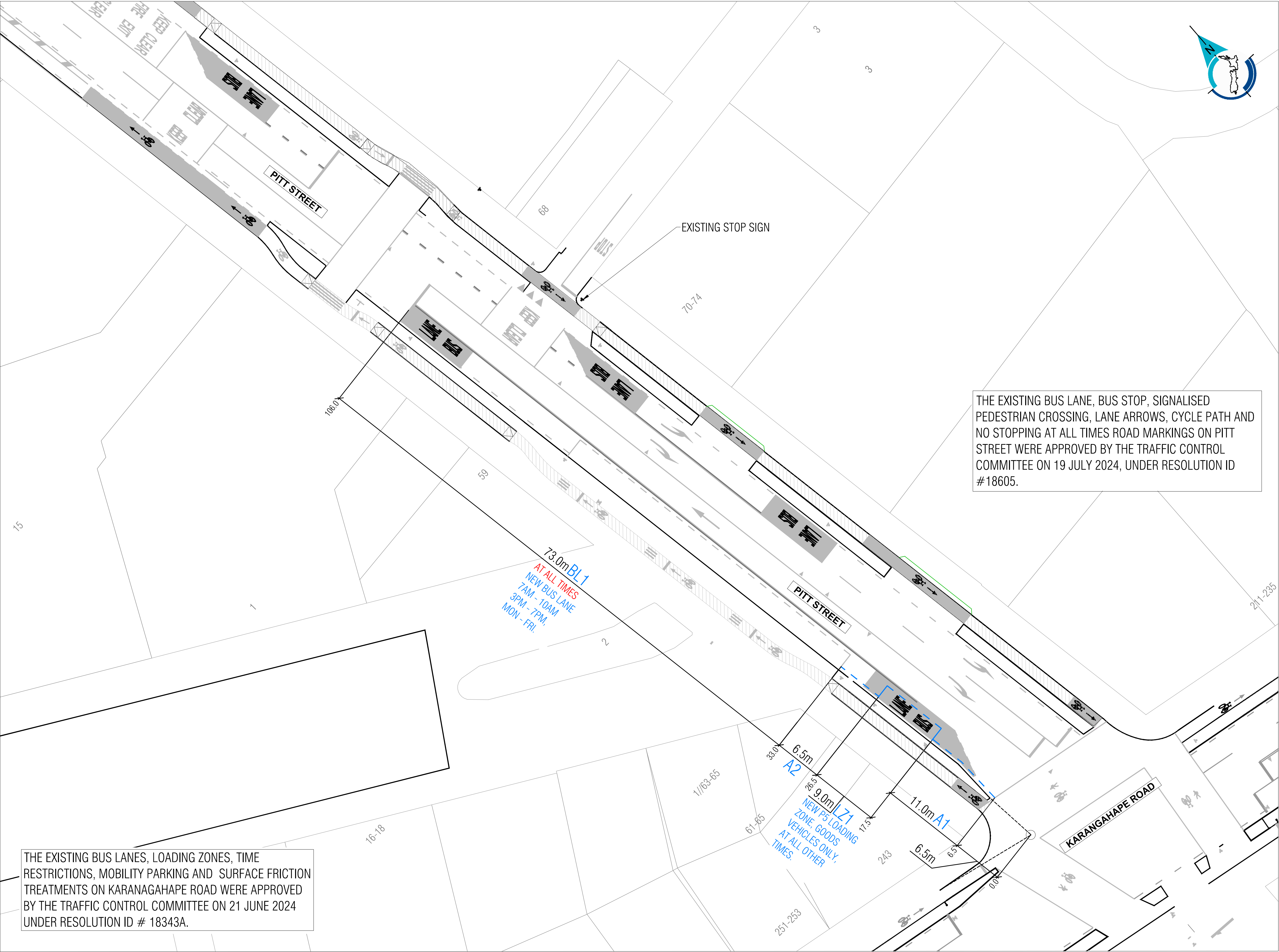
Confirmation

Certified as resolved by the Traffic Control Committee	Date Resolved
<div><div>DocuSigned by:</div><div>Melanie Alexander</div><div>5CA7EFE3694A4BB...</div><div>Melanie Alexander</div><div>Chairperson</div><div>Traffic Control Committee</div></div>	21 MAR 2025

Authority

Auckland Transport is both the road controlling authority for the Auckland transport system and the organisation responsible for public transport management in Auckland. Its purpose is to contribute to an effective, efficient, and safe Auckland land transport system in the public interest. Auckland Transport establishes traffic controls and other facilities in pursuit of that purpose.

The Traffic Control Committee has been delegated powers by the Auckland Transport Board to enable it to make: resolutions under bylaws made by, or deemed to have been made by, Auckland Transport; resolutions under Auckland Council bylaws delegated to Auckland Transport; and certain other traffic control-related decisions. The matters for consideration in this report fall within the scope of the Traffic Control Committee’s delegated authority.



THE EXISTING BUS LANES, LOADING ZONES, TIME RESTRICTIONS, MOBILITY PARKING AND SURFACE FRICTION TREATMENTS ON KARANGAHAPE ROAD WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 21 JUNE 2024 UNDER RESOLUTION ID # 18343A.

THE EXISTING BUS LANE, BUS STOP, SIGNALISED PEDESTRIAN CROSSING, LANE ARROWS, CYCLE PATH AND NO STOPPING AT ALL TIMES ROAD MARKINGS ON PITT STREET WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 19 JULY 2024, UNDER RESOLUTION ID #18605.

LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS
	EXISTING BUS LANE MARKINGS
	NEW NSAAT ROAD MARKINGS
	EXISTING FOOTPATH
	EXISTING CYCLE PATH
	EXISTING ROAD MARKING
	EXISTING TRAFFIC ISLAND
	EXISTING VEHICLE CROSSING

NOTES

- ALL TRAFFIC AND PARKING SIGNS ARE TO BE INSTALLED AS PER TDM, ATCOP AND/OR RELEVANT LEGISLATION REQUIREMENT.
- ALL MEASUREMENTS ARE ROUNDED TO THE NEAREST 0.5m.
- SIGNS AND MARKINGS ARE INDICATIVE ONLY AND MAY NOT REFLECT FINAL POSITIONS.
- ALL VEHICLE ENTRANCES ARE INDICATIVE ONLY.
- THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.
- PARKING OFF THE ROADWAY IS PROHIBITED ON ALL ROADS IN THIS DRAWING.

DESIGNED BY:



PREPARED BY:



FOR:



PROJECT NAME:

PITT STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD.
RESOLUTION PLAN - LOADING ZONE AND AMENDED BUS LANE OPERATING HOURS.

RESOLUTION ID

18923

Design: PTM

Survey: PTM

Drawn: JT - PTM

Date: 23 January 2025

Scale: N.T.S

DWG#: PTM/WLB/18923/JT/423

Rev: A

Sheet#: SHEET 1 OF 1