



Traffic Control Committee

Amended Permanent Traffic and Parking Changes

Local Board: WAITEMATĀ

Location: East Street, Beresford Square, Hopetoun Street, Karangahape Road, Mercury Lane, Cross Street, Upper Queen Street and Canada Street, Auckland Central

Amended Change: changes to extent of Mercury Lane raised safety platform

Reporting Officer: Suresh Patel, Bus, Ferry & Network Integration Manager

Report ID: 18615A

Date Resolved: 06 DEC 2024

1. Narrative

1.1 Amendment required

This amendment is to change the following.

- CP4-1 from the 79.0m shown in the original resolution plan to 70.5m
- DF4-2 / A4-8 from the 63.5m shown in the original resolution plan to 54.5m
- A4-7 from the 70.5m shown in the original resolution plan to 66.0m
- Remove OW4-1
- Remove T6-1

1.2 Reason for amendment

The City Rail Link delivery team have advised Auckland Transport that negotiations between their property team and the asset owner of a building in Mercury Lane had resulted in the need to maintain access to the existing driveway extents. This was previously not the case - as reflected in their IFC design. In order to respect this, there is a need to extend the speed hump proposed for Mercury Lane to the south of the Cross Street intersection by a further 8.5m to the south.

1.3 Internal consultation

No internal consultation has been undertaken regarding this change to the proposal for Mercury Lane, as the extension of the speed hump to the south only has minor consequential changes on proposed controls / infrastructure immediately to the south of it in Mercury Lane. No vehicle crossings are impacted and this section of Mercury Lane is straight in terms of its geometry.



Amended Permanent Traffic and Parking Changes

Traffic Control Order

Local Board: WAITEMATĀ

Location: East Street, Beresford Square, Hopetoun Street, Karangahape Road, Mercury Lane, Cross Street, Upper Queen Street and Canada Street, Auckland Central

Amended Change: changes to extent of Mercury Lane raised safety platform

Recipients: Report to Traffic Control Committee

Reporting Officer: Suresh Patel, Bus, Ferry & Network Integration Manager

Report ID: 18615A

Date Resolved: 06 DEC 2024

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: Drawings PTM/WLB/18615A/ND/410-423, sheets 1 to 14, Rev A, 3 October 2024 form part of this Traffic Control Order and references in the clauses below are references to those drawings unless otherwise stated.
- C. One-way road (with contra-flow cycle lane): That pursuant to clause 7 of the Bylaw, a one-way road control is specified on **East Street** and **Canada Street** (from South Street to Mercury Lane) in the direction indicated on sheets 3 and 4, except for the contra-flow cycle path referred to as CP3-1.
- D. One-way road: That pursuant to clause 7 of the Bylaw, a one-way road control is specified on **Cross Street** (from Upper Queen Street to Mercury Lane) in the direction indicated on sheets 6 and 7.
- E. Prohibited left turn: That pursuant to clause 8 of the Bylaw, a **left-turn ban** is imposed for any vehicles longer than 6.3m from **Karangahape Road** onto East Street as indicated on sheet 2.
- F. Prohibited right turn: That pursuant to clause 8 of the Bylaw, a **right-turn ban** is imposed for all vehicles except cycles from **South Street** onto East Street as indicated on sheet 3.
- G. Cycle path: That pursuant to clause 12 of the Bylaw, the area referred to as **CP3-1** on **East Street** and **Canada Street** and the area referred to as **CP4-1** on **Mercury Lane** as identified on sheets 3 to 6 are specified as a cycle path.

- H. Shared path: That pursuant to clause 12 of the Bylaw, the area referred to as **SP5-1** on **Canada Street** and **Upper Queen Street** as identified on sheet 5 is specified as a shared path for pedestrians; riders of mobility devices; cycles and riders of wheeled recreational devices.
- I. That pursuant to clause 11 of the Bylaw, motor vehicles are prohibited from the cycle paths referred to as CP3-1 on East Street and Canada Street and CP4-1 on Mercury Lane as indicated on sheets 3 to 6 and from the shared path referred to as SP5-1 on Canada Street and Upper Queen Street as indicated on sheet 5, except when crossing directly from the roadway to a driveway.
- J. 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 as indicated in the table below and on sheets 1 to 7.

Road Name	Label
Hopetoun Street	A1-1 (For the avoidance of doubt, A1-1 continues to a point 28.0m east of the prolongation of the eastern boundary/property line of 70 Howe Street.) A1-2 (For the avoidance of doubt, A1-2 continues to the northern kerb side of Hopetoun Street slip lane.)
East Street	A2-1, A2-2 and A3-2
East Street and Canada Street	A3-1 and A3-3
Canada Street	A4-1, A4-3 to A4-6 and A5-1
Mercury Lane	A4-7 and A4-8
Canada Street and Mercury Lane	A4-2
Cross Street	A6-1 to A6-3, A7-1 and A7-2
Upper Queen Street	A5-2 to A5-4

- K. Loading zone: That pursuant to clause 19 of the Bylaw, the parts of road referred to as **LZ6-1** and **LZ6-2** on **Cross Street** as indicated on sheet 6 is specified as a loading zone at all times. Use of the loading zone is permitted to **any vehicle**. The driver may leave the vehicle unattended for a maximum time of five minutes.
- L. Loading zone: That pursuant to clause 19 of the Bylaw, the part of road referred to as **LZ7-1** on **Cross Street** as indicated on sheet 7 is specified as a loading zone at all times. Use of the loading zone is restricted to goods vehicles only. The driver may leave the vehicle unattended for a maximum time of **fifteen minutes**.
- M. Car share parking: That pursuant to clause 19 of the Bylaw, the area referred to as **CS6-1** on **Cross Street** as indicated on sheet 6 is specified as a parking place reserved for use only by shared vehicles at all times. (As defined in the Bylaw, a shared vehicle means a vehicle operated by an organisation approved by Auckland Transport to

provide its members, for a fee, access to a fleet of shared vehicles which they may reserve for use on an hourly basis.)

- N. Mobility parking: That pursuant to clause 20 of the Bylaw, the area referred to as **MP6-1** on **Cross Street** as indicated on sheet 6 is specified as a mobility parking place at all times reserved for the exclusive use of vehicles driven by or carrying disabled persons and displaying a current approved mobility permit. The maximum time for parking in the mobility place is **30 minutes**.
- O. Traffic island: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a traffic island (central island) is to be provided on **Beresford Square** in the areas referred to as **T1-1** and **T1-2**, on **Canada Street** in the areas referred to as **T4-1**, **T4-3**, **T4-5**, **T5-1** and **T5-2**, on **Mercury Lane** in the area referred to as **T4-4**, on **Upper Queen Street** in the areas referred to as **T5-3** and **T5-4**, and on **Canada Street** and **Upper Queen Street** in the area referred to as **T4-7**, as indicated on sheets 1, 4 and 5.
- P. Traffic island: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a traffic island (side island) is to be provided on **East Street** in the area referred to as **T3-1**, on **Canada Street** in the areas referred to as **T4-2** and **T4-6**, on **Mercury Lane** in the areas referred to as **T4-8** and **T4-9**, and on **Upper Queen Street** in the area referred to as **T5-5**, as indicated on sheets 3 to 5.
- Q. Traffic island: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a traffic island (flush island) is to be provided on **Beresford Square** in the area referred to as **FI1-1**, on **Canada Street** in the area referred to as **FI4-1** and on **Upper Queen Street** in the area referred to as **FI5-1**, as indicated on sheets 1, 4, 5 and 7.
- R. Road hump: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.9 of the Land Transport Rule: Traffic Control Devices 2004, a road hump (speed hump) is to be provided on **Canada Street** in the areas referred to as **H4-1** to **H4-4**, on **Cross Street** in the areas referred to as **H6-1** and **H7-1** and **H7-2**, on **East Street** in the area referred to as **H3-2**, and on **Upper Queen Street** in the area referred to as **H7-3**, as indicated on sheets 4, 6 and 7.
- S. Road hump: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.9 of the Land Transport Rule: Traffic Control Devices 2004, a road hump (speed table) is to be provided on **East Street** in the area referred to as **H3-1**, as indicated on sheet 3.
- T. Pedestrian crossing: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 8 of the Land Transport Rule: Traffic Control Devices 2004, a pedestrian crossing is to be provided on **East Street** in the area referred to as **Z3-1** and on **Canada Street** in the area referred to as **Z4-1**, as indicated on sheets 3 and 4.
- U. Footpath: That pursuant to section 319(1)(f) of the Local Government Act 1974, the areas referred to as **F** on **Cross Street**, **Mercury Lane**, **East Street** and **Canada Street** as indicated on sheets 3 to 7, are determined to be a footpath at all times.
- V. Carriageway: That pursuant to section 319(1)(f) of the Local Government Act 1974, the area referred to as **CY** on **Canada Street** and **Mercury Lane** as indicated on sheet 4 is determined to be a carriageway at all times.

- W. Traffic signal: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1, 8.5 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a traffic signal control is imposed at the intersection of **Canada Street** and **Upper Queen Street** in the area referred to as **SI5-1** as indicated on sheet 5.
- X. Give way: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a give way control is imposed on **Beresford Square** at its intersection with Hopetoun Street, and on **East Street** at its intersection with South Street as indicated on sheets 1 and 3.
- Y. Roundabout: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, a give way-controlled roundabout is imposed at the intersection of **Canada Street** and **Mercury Lane**, as indicated on sheet 4.
- Z. Keep clear: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.6 of the Land Transport Rule: Traffic Control Devices 2004, a keep clear zone is to be provided on **Canada Street** in the area referred to as **KC4-1** and on **Upper Queen Street** at its intersection with Cross Street in the area referred to as **KC7-1** as indicated on sheets 4 and 7.
- AA. No passing: That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.3 of the Land Transport Rule: Traffic Control Devices 2004, a no passing restriction is imposed and road markings applied on **Hopetoun Street** in the areas referred to as **NP1-1** and **NP1-3** as indicated on, and extending beyond, sheet 1. (For the avoidance of doubt, both NP1-1 and NP1-3 continue to a point 2.5m west of the prolongation of the northern kerb side of the Hopetoun Street slip lane.)
- BB. No passing: That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.3 of the Land Transport Rule: Traffic Control Devices 2004, a no passing restriction is imposed and road markings applied on **Hopetoun Street** in the area referred to as **NP1-2** as indicated on sheet 1.
- CC. Delineation: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.10 of the Land Transport Rule: Traffic Control Devices 2004, delineators are to be provided on **Canada Street** in the area referred to as **D4-1** as indicated on sheet 4 and on **Cross Street** in the areas referred to as **D6-1** to **D6-3**, **D7-1** and **D7-2** as indicated on sheets 6 and 7.
- DD. Delineation: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.10 of the Land Transport Rule: Traffic Control Devices 2004, delineators are to be provided on **East Street** and **Canada Street**, except where interrupted by intersections and vehicles accesses, in the area referred to as **D3-1** and on **Upper Queen Street**, except where interrupted by intersections and vehicles accesses, in the area referred to as **D5-1** as indicated on sheets 3 to 5 and 7.
- EE. Delineation and flush islands: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.10 of the Land Transport Rule: Traffic Control Devices 2004, a combination of delineators and flush islands are to be provided on **East Street** and **Canada Street**, except where interrupted by intersections and vehicles accesses, in the areas referred to as **DF3-1**, as indicated on sheets 3 and 4, on **Canada Street**, except where interrupted by intersections and vehicles accesses, in the area referred to as **DF4-1**, as indicated on sheets 4 and 5, on **Mercury Lane**, except where interrupted by intersections and vehicles accesses, in the areas referred to as **DF4-2**, as indicated on sheet 7, and on **Cross Street**, except where interrupted by intersections

and vehicles accesses, in the areas referred to as **DF7-1**, as indicated on sheets 4 and 5.

- FF. One-way road revocation: That pursuant to clause 7 of the Bylaw, the previous decision to provide a one-way road control on **East Street** (from Galatos Street to South Street) as indicated by **ROW9-1** on sheets 9 and 10, is **revoked**.

- GG. Layout of lanes restricted to road users travelling straight and/or turning revocation: That pursuant to clause 9 of the Bylaw, section 334 of the Local Government Act 1974, and noting clauses 2.1 and 7.12 of the Land Transport Rule: Traffic Control Devices 2004, the previous decision to provide lanes, including lanes restricted to traffic required to turn or go straight ahead as indicated by arrow markings, on **East Street, Mercury Lane** and **Canada Street** as indicated on sheets 9 to 13, is **revoked**.

- HH. Cycle path revocation: That pursuant to clause 12 of the Bylaw, the previous decision to specify a cycle path on the part of road referred to as **RCP9-1** on **East Street** as identified on sheets 9 and 10, is **revoked**.

- II. Delineation and flush islands revocation: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.10 of the Land Transport Rule: Traffic Control Devices 2004, the previous decision to provide a combination of delineators and flush islands on **East Street** in the areas referred to as **RDF9-1, RDF10-1** and **RDF10-2** as indicated on sheets 9 and 10, is **revoked**.

- JJ. No stopping at all times revocation: That pursuant to clause 18 of the Bylaw, the previous decision to prohibit the stopping, standing or parking of any vehicle at all times in the areas referred to as **RA11-1** and **RA12-1** on **Canada Street** as shown on sheets 11 and 12, is **revoked**.

- KK. Traffic island revocation: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004, the previous decision to provide a traffic island on **Beresford Square** in the areas referred to as **RT8-1** and **RFI8-1** as indicated on sheet 8, on **East Street** in the areas referred to as **RT9-1** and **RT9-2** as indicated on sheet 9, and on **Upper Queen Street** in the area referred to as **RFI14-1**, as indicated on sheet 14, is **revoked**.

- LL. Road hump revocation: 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, the previous decision to provide a road hump on **East Street** to as **RH9-1** as indicated on sheet 9, is **revoked**.

- MM. Give way revocation: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004, the previous decision to impose a give way control on **East Street**, at its intersection with Galatos Street, as indicated on sheet 9, is **revoked** and all road markings and signs are to be removed.

- NN. Edge line revocation: That pursuant to section 334 of the Local Government Act 1974 and noting clauses 2.1 and 7.5 of the Land Transport Rule: Traffic Control Devices 2004, the previous decision to provide an edge line on **East Street, Canada Street** and **Mercury Lane** in the areas referred to as **REL** as indicated on sheets 9 and 11, is **revoked**.

- OO. 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.

- PP. 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.
- QQ. 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.
- RR. Advisory road marking: That pursuant to section 334 of the Local Government Act 1974, sharrow marking is to be provided on **East Street**, in the areas referred to as **AS** as indicated on sheets 2 and 3.
- SS. Advisory road marking: That pursuant to section 334 of the Local Government Act 1974, surface treatment is to be provided on **Cross Street**, in the area referred to as **AS1** as indicated on sheets 6 and 7.
- TT. 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.
- UU. 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.
- VV. Revoked traffic control: The revocation of each traffic control, restriction or prohibition in recommendations FF to NN takes effect either immediately or, if dependent on a traffic control device, the revocation takes effect once the traffic control devices specified for it under the Land Transport Rule: Traffic Control Devices 2004 are removed.

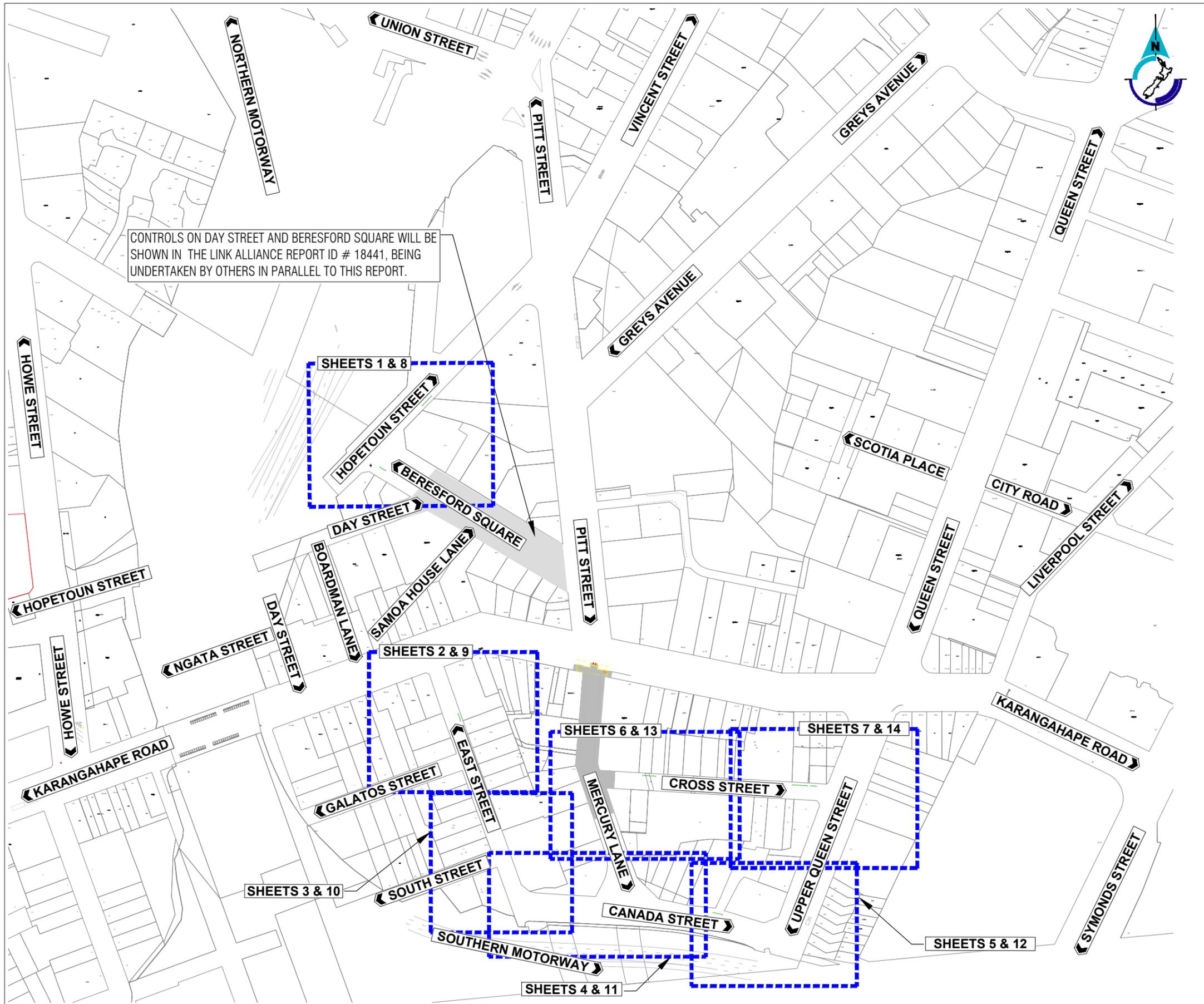
Confirmation

Certified as resolved by the Traffic Control Committee	Date Resolved
<p>DocuSigned by:</p>  <p>5CA7EFE3694A4BB...</p> <p>Melanie Alexander Chairperson Traffic Control Committee</p>	<p>06 DEC 2024</p>

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.



CONTROLS ON DAY STREET AND BERESFORD SQUARE WILL BE SHOWN IN THE LINK ALLIANCE REPORT ID # 18441, BEING UNDERTAKEN BY OTHERS IN PARALLEL TO THIS REPORT.

LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW TRAFFIC SEPARATOR
	NEW ROAD MARKINGS
	NEW PINK ROAD SURFACE
	NEW ROAD SURFACE
	NEW CYCLE ROAD SURFACE
	NEW CARRIAGEWAY
	NEW FOOTPATH
	NEW SPEED HUMP/DELINEATOR
	NEW TRAFFIC ISLAND
	NEW SPEED BUMP
	NEW SIGN
	NEW DELINEATOR - PLANTER
	REMOVED KERB LINE/TRAFFIC ISLAND
	REMOVED ROAD MARKINGS
	REMOVED SIGN
	RESTRICTION EXTENDS OUTSIDE OF DRAWING

DESIGNED BY: BECA

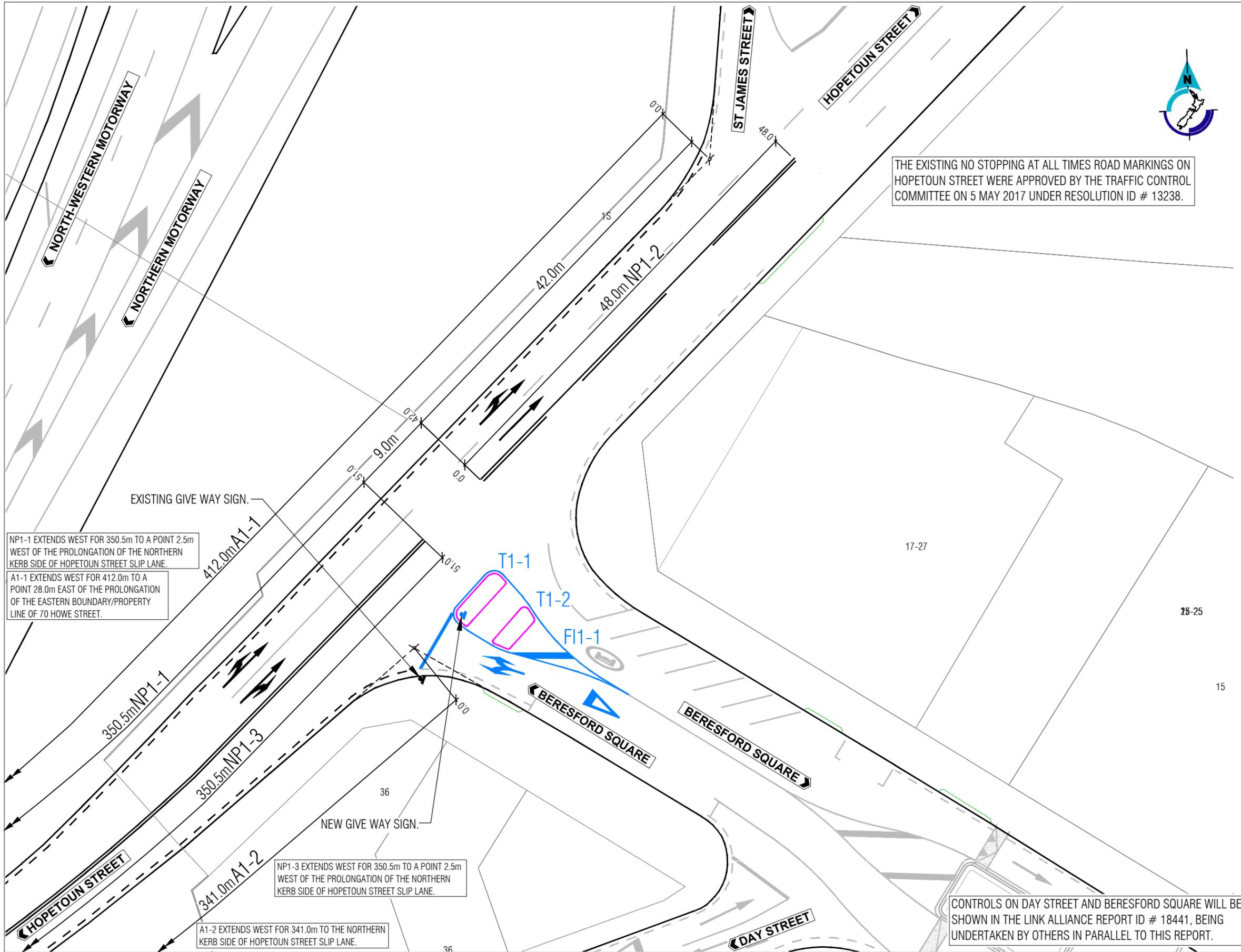
PREPARED BY: PTM CONSULTANTS

FOR: AT

PROJECT NAME:
KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS
 PROJECT REPORTS OVERVIEW SHEET.

RESOLUTION ID
18615A

Design: NA	Scale: N.T.S
Survey: NA	DWG#: PTM/WLB/18615A/ND/410-423
Drawn: ND/PTM	Rev: A
Date: 3 October 2024	Sheet#: OVERVIEW



LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW TRAFFIC SEPARATOR
	NEW ROAD MARKINGS
	NEW PINK ROAD SURFACE
	NEW ROAD SURFACE
	NEW CYCLE ROAD SURFACE
	NEW CARRIAGEWAY
	NEW FOOTPATH
	NEW SPEED HUMP/DELINEATOR
	NEW TRAFFIC ISLAND
	NEW SPEED BUMP
	NEW SIGN
	NEW DELINEATOR - PLANTER
	REMOVED KERB LINE/TRAFFIC ISLAND
	REMOVED ROAD MARKINGS
	REMOVED SIGN
	RESTRICTION EXTENDS OUTSIDE OF DRAWING

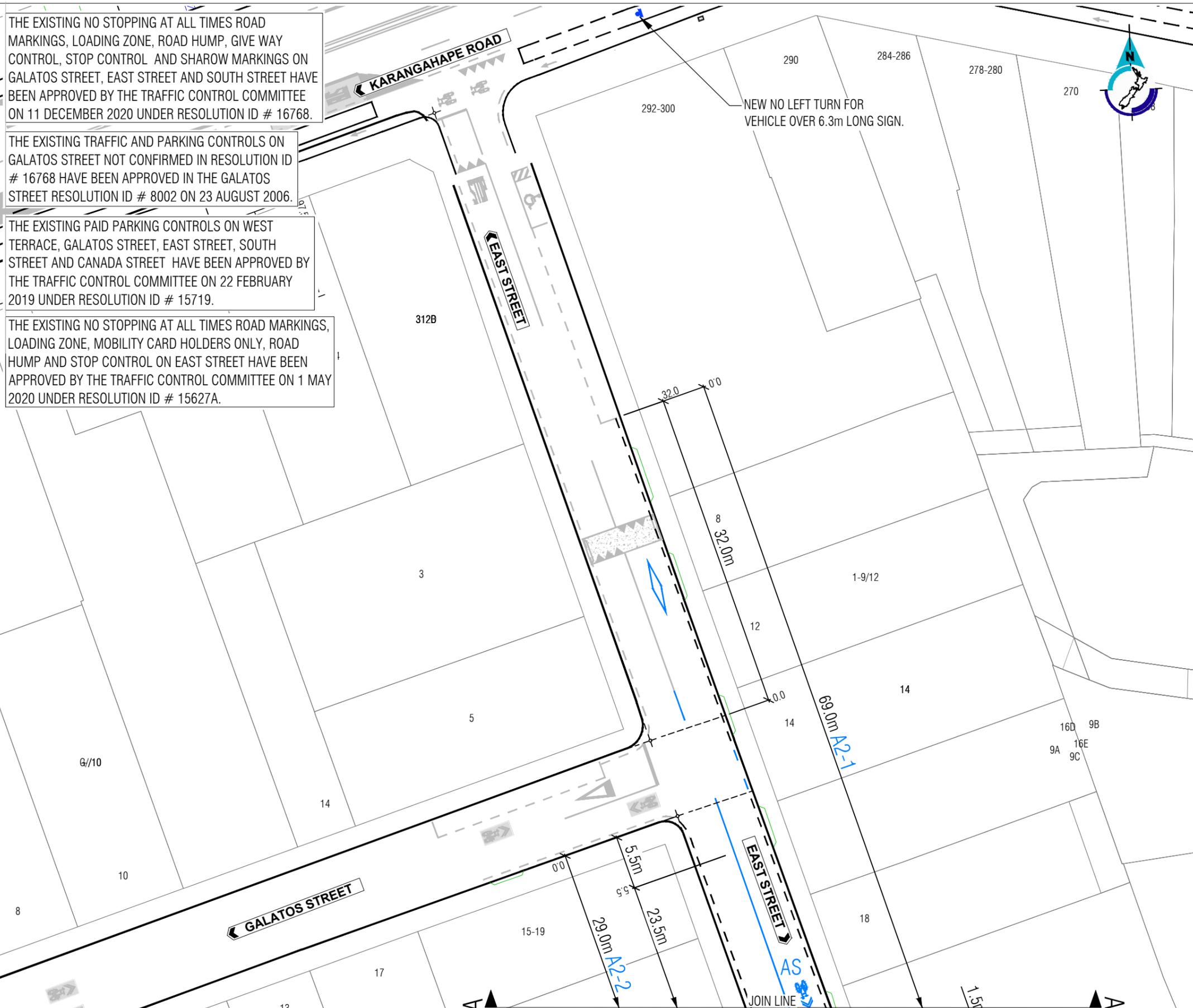
- NOTES**
- ALL TRAFFIC AND PARKING SIGNS ARE TO BE INSTALLED AS PER TDM, ATCOP AND/OR RELEVANT LEGISLATION REQUIREMENT.
 - ALL MEASUREMENTS ARE ROUNDED TO THE NEAREST 0.5m.
 - SIGNS AND MARKINGS ARE INDICATIVE ONLY AND MAY NOT REFLECT FINAL POSITIONS.
 - ALL VEHICLE ENTRANCES ARE INDICATIVE ONLY AND MAY NOT REFLECT FINAL POSITIONING.
 - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.

THE EXISTING NO STOPPING AT ALL TIMES ROAD MARKINGS, LOADING ZONE, ROAD HUMPS, GIVE WAY CONTROL, STOP CONTROL AND SHAROW MARKINGS ON GALATOS STREET, EAST STREET AND SOUTH STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 11 DECEMBER 2020 UNDER RESOLUTION ID # 16768.

THE EXISTING TRAFFIC AND PARKING CONTROLS ON GALATOS STREET NOT CONFIRMED IN RESOLUTION ID # 16768 HAVE BEEN APPROVED IN THE GALATOS STREET RESOLUTION ID # 8002 ON 23 AUGUST 2006.

THE EXISTING PAID PARKING CONTROLS ON WEST TERRACE, GALATOS STREET, EAST STREET, SOUTH STREET AND CANADA STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 22 FEBRUARY 2019 UNDER RESOLUTION ID # 15719.

THE EXISTING NO STOPPING AT ALL TIMES ROAD MARKINGS, LOADING ZONE, MOBILITY CARD HOLDERS ONLY, ROAD HUMPS AND STOP CONTROL ON EAST STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 1 MAY 2020 UNDER RESOLUTION ID # 15627A.



LEGEND

- EXISTING KERB LINE
- EXISTING ROAD MARKINGS - APPROVED
- EXISTING ROAD MARKINGS - FOR APPROVAL
- EXISTING SIGN
- EXISTING VEHICLE ENTRANCE
- NEW KERB LINE
- NEW TRAFFIC SEPARATOR
- NEW ROAD MARKINGS
- NEW PINK ROAD SURFACE
- NEW ROAD SURFACE
- NEW CYCLE ROAD SURFACE
- NEW CARRIAGEWAY
- NEW FOOTPATH
- NEW SPEED HUMP/DELINEATOR
- NEW TRAFFIC ISLAND
- NEW SPEED BUMP
- NEW SIGN
- NEW DELINEATOR - PLANTER
- REMOVED KERB LINE/TRAFFIC ISLAND
- REMOVED ROAD MARKINGS
- REMOVED SIGN
- RESTRICTION EXTENDS OUTSIDE OF DRAWING

NOTES

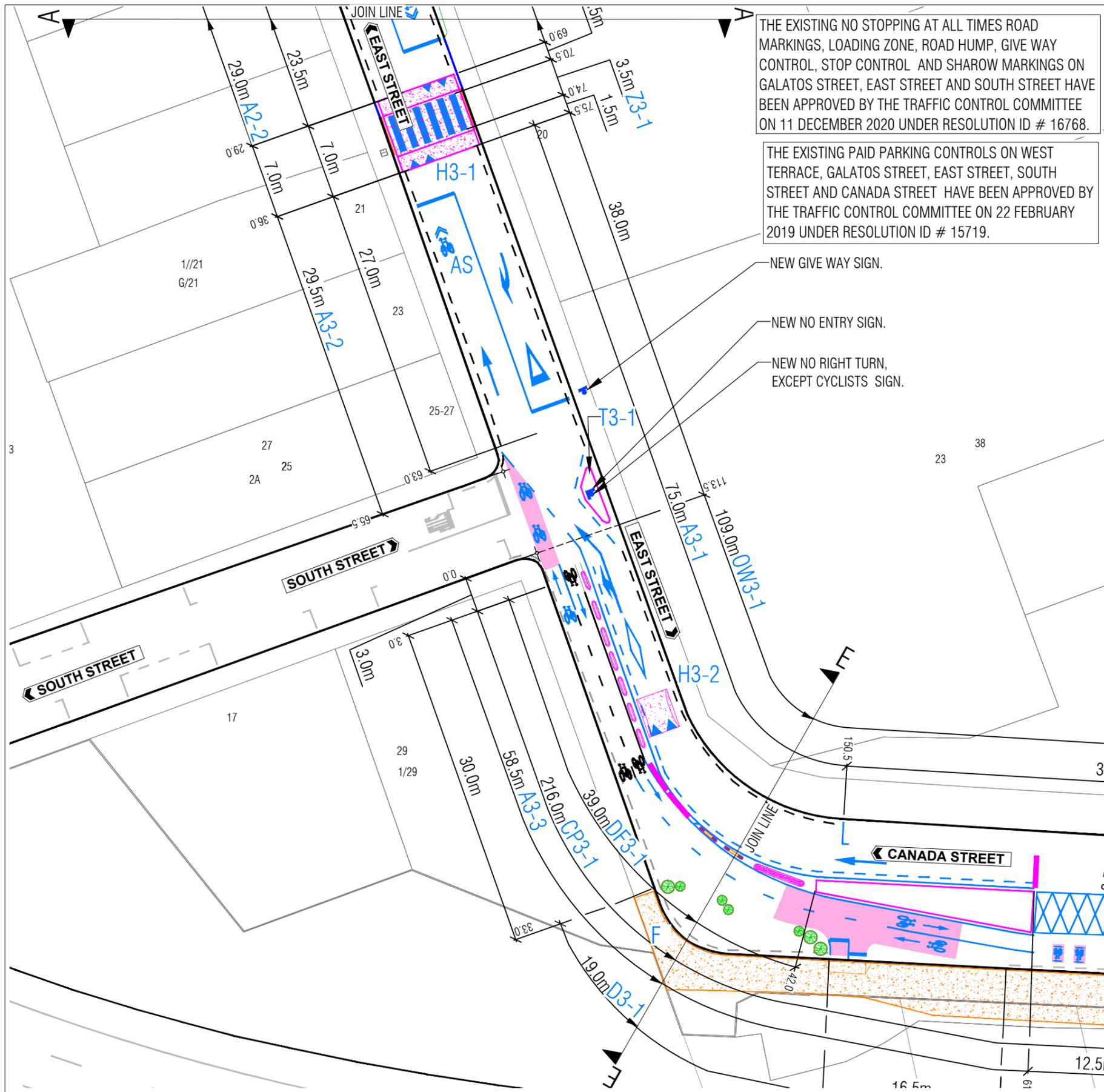
- ALL TRAFFIC AND PARKING SIGNS ARE TO BE INSTALLED AS PER TDM, ATCOP AND/OR RELEVANT LEGISLATION REQUIREMENT.
- ALL MEASUREMENTS ARE ROUNDED TO THE NEAREST 0.5m.
- SIGNS AND MARKINGS ARE INDICATIVE ONLY AND MAY NOT REFLECT FINAL POSITIONS.
- ALL VEHICLE ENTRANCES ARE INDICATIVE ONLY AND MAY NOT REFLECT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

DESIGNED BY: BECA
 PREPARED BY: PTM CONSULTANTS
 FOR: AT

PROJECT NAME:
 BERESFORD SQUARE, HOPETOUN STREET, EAST STREET, MERCURY LANE, CROSS STREET, UPPER QUEEN STREET AND CANADA STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD.
 RESOLUTION PLAN - KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS.

RESOLUTION ID
18615A

Design:	BECA	Scale:	N.T.S
Survey:	BECA	DWG#:	PTM/WLB/18615A/ND/410-423
Drawn:	ND/PTM	Rev:	A
Date:	3 October 2024	Sheet#:	SHEET 2 OF 14



THE EXISTING NO STOPPING AT ALL TIMES ROAD MARKINGS, LOADING ZONE, ROAD HUMPS, GIVE WAY CONTROL, STOP CONTROL AND SHARROW MARKINGS ON GALATOS STREET, EAST STREET AND SOUTH STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 11 DECEMBER 2020 UNDER RESOLUTION ID # 16768.

THE EXISTING PAID PARKING CONTROLS ON WEST TERRACE, GALATOS STREET, EAST STREET, SOUTH STREET AND CANADA STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 22 FEBRUARY 2019 UNDER RESOLUTION ID # 15719.



- NEW GIVE WAY SIGN.
- NEW NO ENTRY SIGN.
- NEW NO RIGHT TURN, EXCEPT CYCLISTS SIGN.

LEGEND

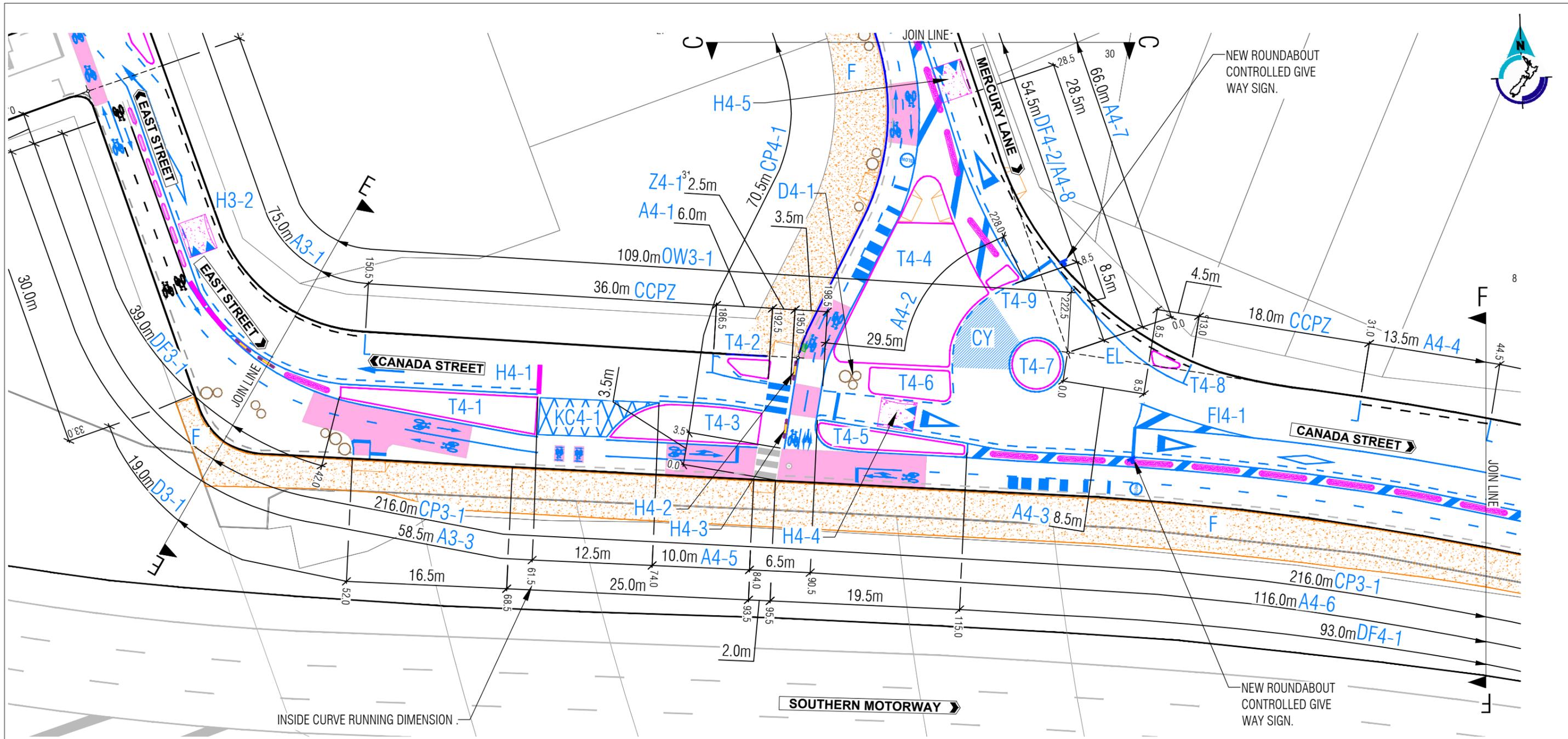
- EXISTING KERB LINE
- EXISTING ROAD MARKINGS - APPROVED
- EXISTING ROAD MARKINGS - FOR APPROVAL
- EXISTING SIGN
- EXISTING VEHICLE ENTRANCE
- NEW KERB LINE
- NEW TRAFFIC SEPARATOR
- NEW ROAD MARKINGS
- NEW PINK ROAD SURFACE
- NEW ROAD SURFACE
- NEW CYCLE ROAD SURFACE
- NEW CARRIAGEWAY
- NEW FOOTPATH
- NEW SPEED HUMP/DELINEATOR
- NEW TRAFFIC ISLAND
- NEW SPEED BUMP
- NEW SIGN
- NEW DELINEATOR - PLANTER
- REMOVED KERB LINE/TRAFFIC ISLAND
- REMOVED ROAD MARKINGS
- REMOVED SIGN
- RESTRICTION EXTENDS OUTSIDE OF DRAWING

- 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 AND MAY NOT REFLECT FINAL POSITIONING.
 - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.

DESIGNED BY: BECA
 PREPARED BY: PTM CONSULTANTS
 FOR: AT

PROJECT NAME:
 BERESFORD SQUARE, HOPETOUN STREET, EAST STREET, MERCURY LANE, CROSS STREET, UPPER QUEEN STREET AND CANADA STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD.
 RESOLUTION PLAN - KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS.

18615A	Design: BECA	Scale: N.T.S
	Survey: BECA	DWG#: PTM/WLB/18615A/ND/410-423
	Drawn: ND/PTM	Rev: A
	Date: 3 October 2024	Sheet#: SHEET 3 OF 14



THE EXISTING NO STOPPING AT ALL TIMES ROAD MARKINGS, LOADING ZONE, ROAD HUMP, GIVE WAY CONTROL, STOP CONTROL AND SHAROW MARKINGS ON GALATOS STREET, EAST STREET AND SOUTH STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 11 DECEMBER 2020 UNDER RESOLUTION ID # 16768.

THE EXISTING PAID PARKING CONTROLS ON WEST TERRACE, GALATOS STREET, EAST STREET, SOUTH STREET AND CANADA STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 22 FEBRUARY 2019 UNDER RESOLUTION ID # 15719.

LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW TRAFFIC SEPARATOR
	NEW ROAD MARKINGS
	NEW PINK ROAD SURFACE
	NEW ROAD SURFACE
	NEW CYCLE ROAD SURFACE
	NEW CARRIAGEWAY
	NEW FOOTPATH
	NEW SPEED HUMP/DELINEATOR
	NEW TRAFFIC ISLAND
	NEW SPEED BUMP
	NEW SIGN
	NEW DELINEATOR - PLANTER
	REMOVED KERB LINE/TRAFFIC ISLAND
	REMOVED ROAD MARKINGS
	REMOVED SIGN
	RESTRICTION EXTENDS OUTSIDE OF DRAWING

- 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 AND MAY NOT REFLECT FINAL POSITIONING.
 - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.

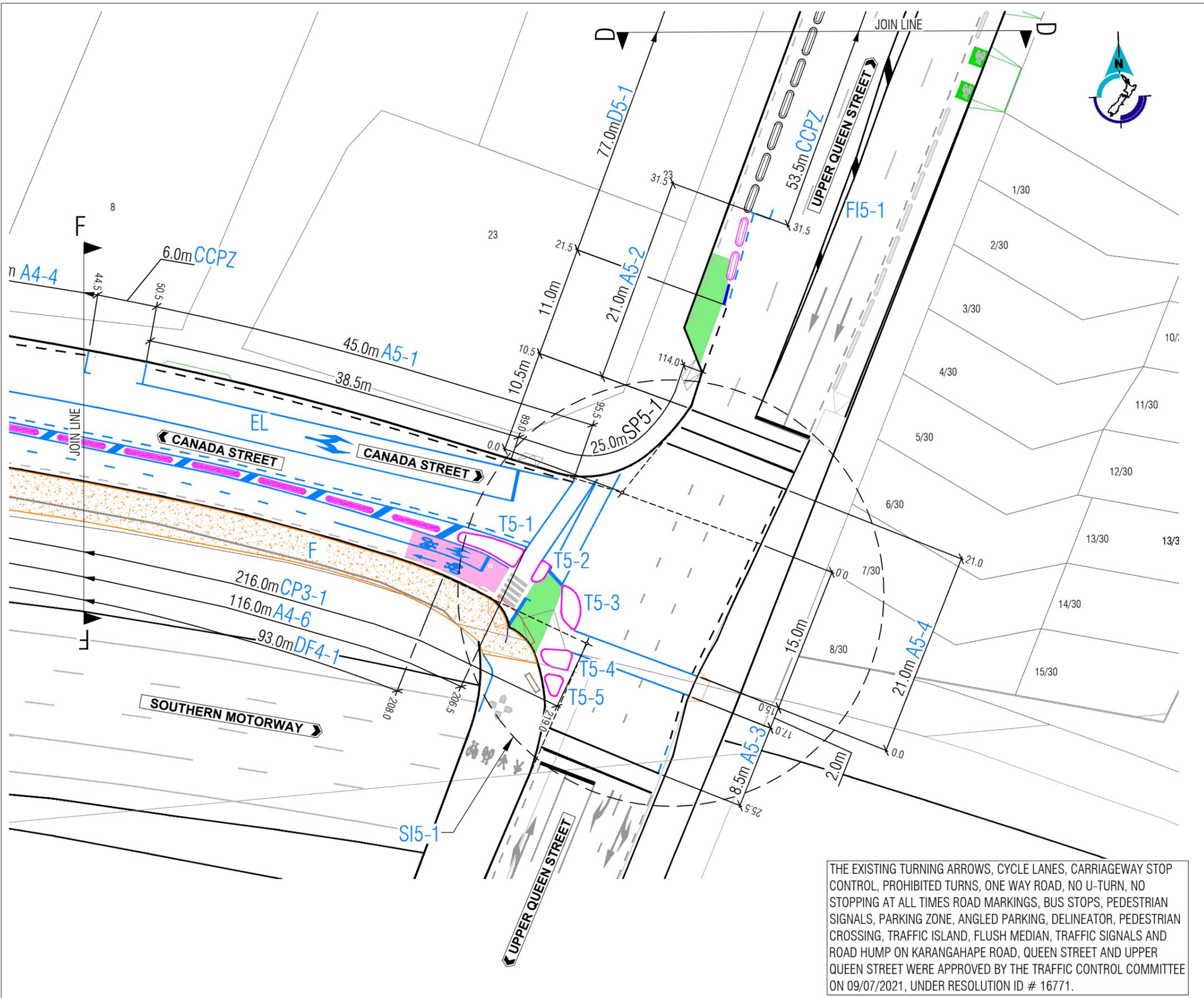
DESIGNED BY:

PREPARED BY:

FOR:

PROJECT NAME:
 BERESFORD SQUARE, HOPETOUN STREET, EAST STREET, MERCURY LANE, CROSS STREET, UPPER QUEEN STREET AND CANADA STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD.
 RESOLUTION PLAN - KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS.

RESOLUTION ID 18615A	Design: BECA	Scale: N.T.S
	Survey: BECA	DWG#: PTM/WLB/18615A/ND/410-423
	Drawn: ND/PTM	Rev: A
	Date: 3 October 2024	Sheet#: SHEET 4 OF 14



LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW TRAFFIC SEPARATOR
	NEW ROAD MARKINGS
	NEW PINK ROAD SURFACE
	NEW ROAD SURFACE
	NEW CYCLE ROAD SURFACE
	NEW CARRIAGEWAY
	NEW FOOTPATH
	NEW SPEED HUMP/DELINEATOR
	NEW TRAFFIC ISLAND
	NEW SPEED BUMP
	NEW SIGN
	NEW DELINEATOR - PLANTER
	REMOVED KERB LINE/TRAFFIC ISLAND
	REMOVED ROAD MARKINGS
	REMOVED SIGN
	RESTRICTION EXTENDS OUTSIDE OF DRAWING

- 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 AND MAY NOT REFLECT FINAL POSITIONING.
 - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.

THE EXISTING TURNING ARROWS, CYCLE LANES, CARRIAGEWAY STOP CONTROL, PROHIBITED TURNS, ONE WAY ROAD, NO U-TURN, NO STOPPING AT ALL TIMES ROAD MARKINGS, BUS STOPS, PEDESTRIAN SIGNALS, PARKING ZONE, ANGLED PARKING, DELINEATOR, PEDESTRIAN CROSSING, TRAFFIC ISLAND, FLUSH MEDIAN, TRAFFIC SIGNALS AND ROAD HUMP ON KARANGAHAPE ROAD, QUEEN STREET AND UPPER QUEEN STREET WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 09/07/2021, UNDER RESOLUTION ID # 16771.

DESIGNED BY: BECA

PREPARED BY: PTM CONSULTANTS

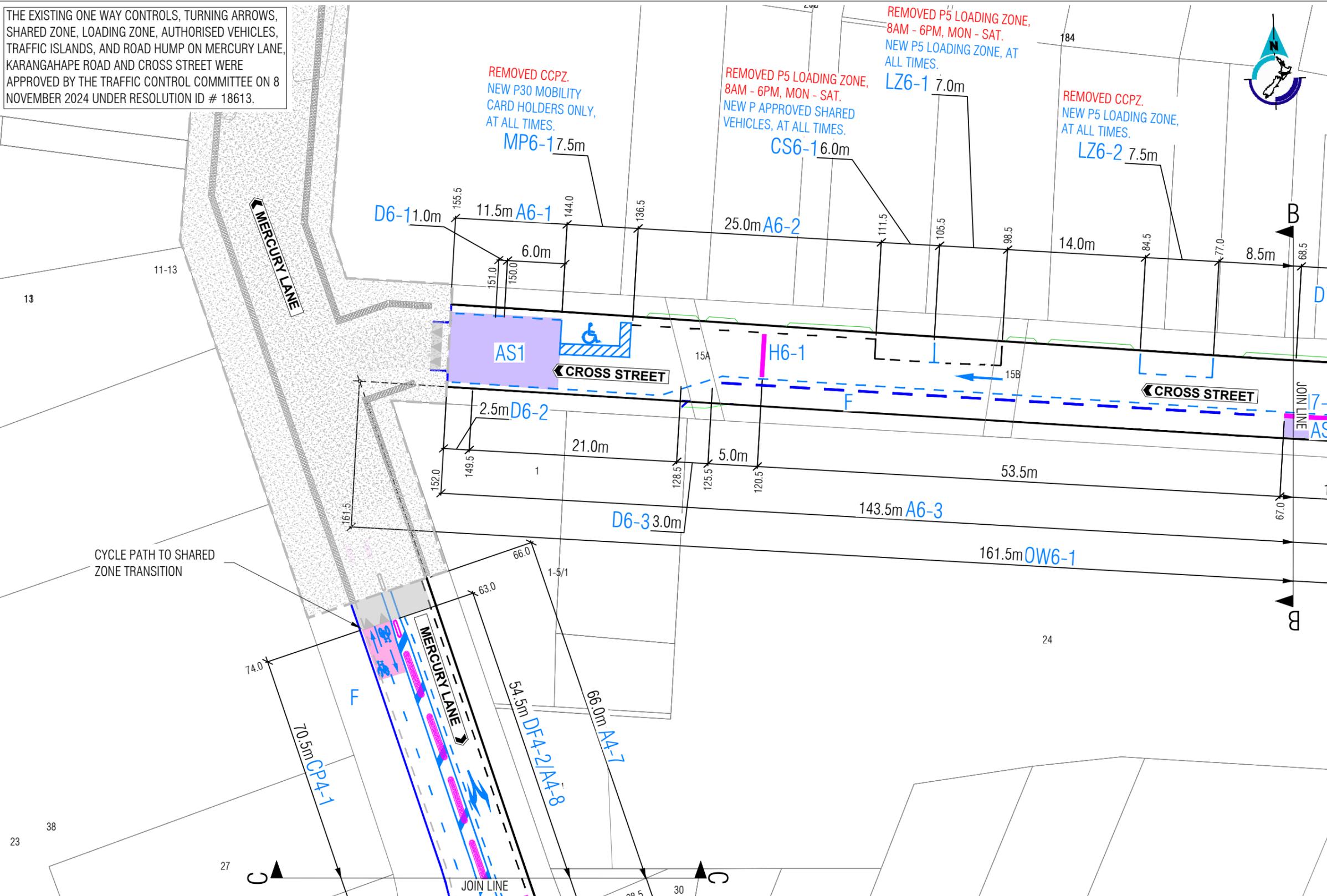
FOR: AT

PROJECT NAME:
 BERESFORD SQUARE, HOPETOUN STREET, EAST STREET, MERCURY LANE, CROSS STREET, UPPER QUEEN STREET AND CANADA STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD.
 RESOLUTION PLAN - KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS.

DESIGN: BECA	SCALE: N.T.S
SURVEY: BECA	DWG#: PTM/WLB/18615A/ND/410-423
DRAWN: ND/PTM	REV: A
DATE: 3 October 2024	SHEET#: SHEET 5 OF 14

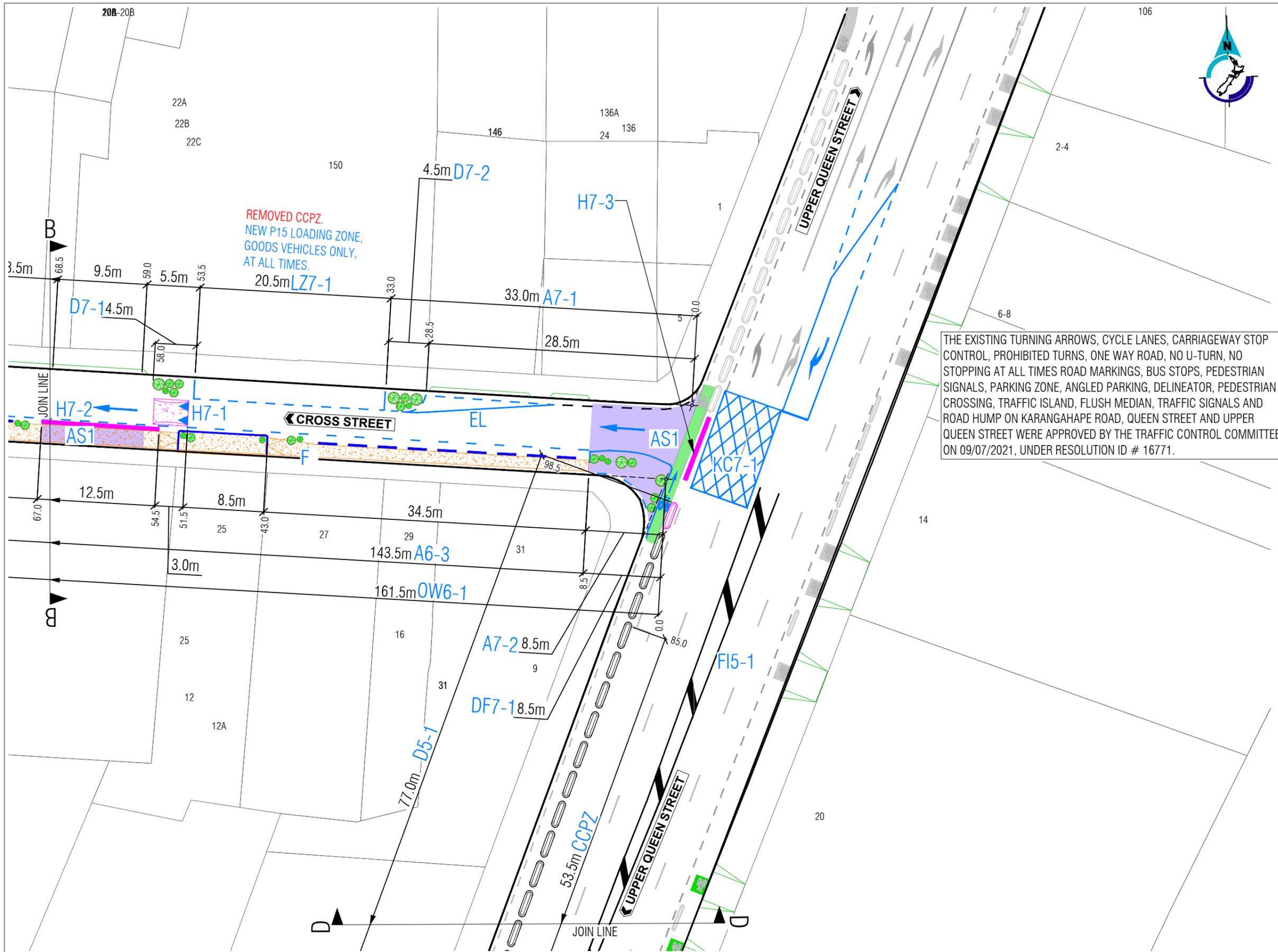
RESOLUTION ID
18615A

THE EXISTING ONE WAY CONTROLS, TURNING ARROWS, SHARED ZONE, LOADING ZONE, AUTHORISED VEHICLES, TRAFFIC ISLANDS, AND ROAD HUMP ON MERCURY LANE, KARANGAHAPE ROAD AND CROSS STREET WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 8 NOVEMBER 2024 UNDER RESOLUTION ID # 18613.



LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW TRAFFIC SEPARATOR
	NEW ROAD MARKINGS
	NEW PINK ROAD SURFACE
	NEW ROAD SURFACE
	NEW CYCLE ROAD SURFACE
	NEW CARRIAGEWAY
	NEW FOOTPATH
	NEW SPEED HUMP/DELINEATOR
	NEW TRAFFIC ISLAND
	NEW SPEED BUMP
	NEW SIGN
	NEW DELINEATOR - PLANTER
	REMOVED KERB LINE/TRAFFIC ISLAND
	REMOVED ROAD MARKINGS
	REMOVED SIGN
	RESTRICTION EXTENDS OUTSIDE OF DRAWING

- 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 AND MAY NOT REFLECT FINAL POSITIONING.
 - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.

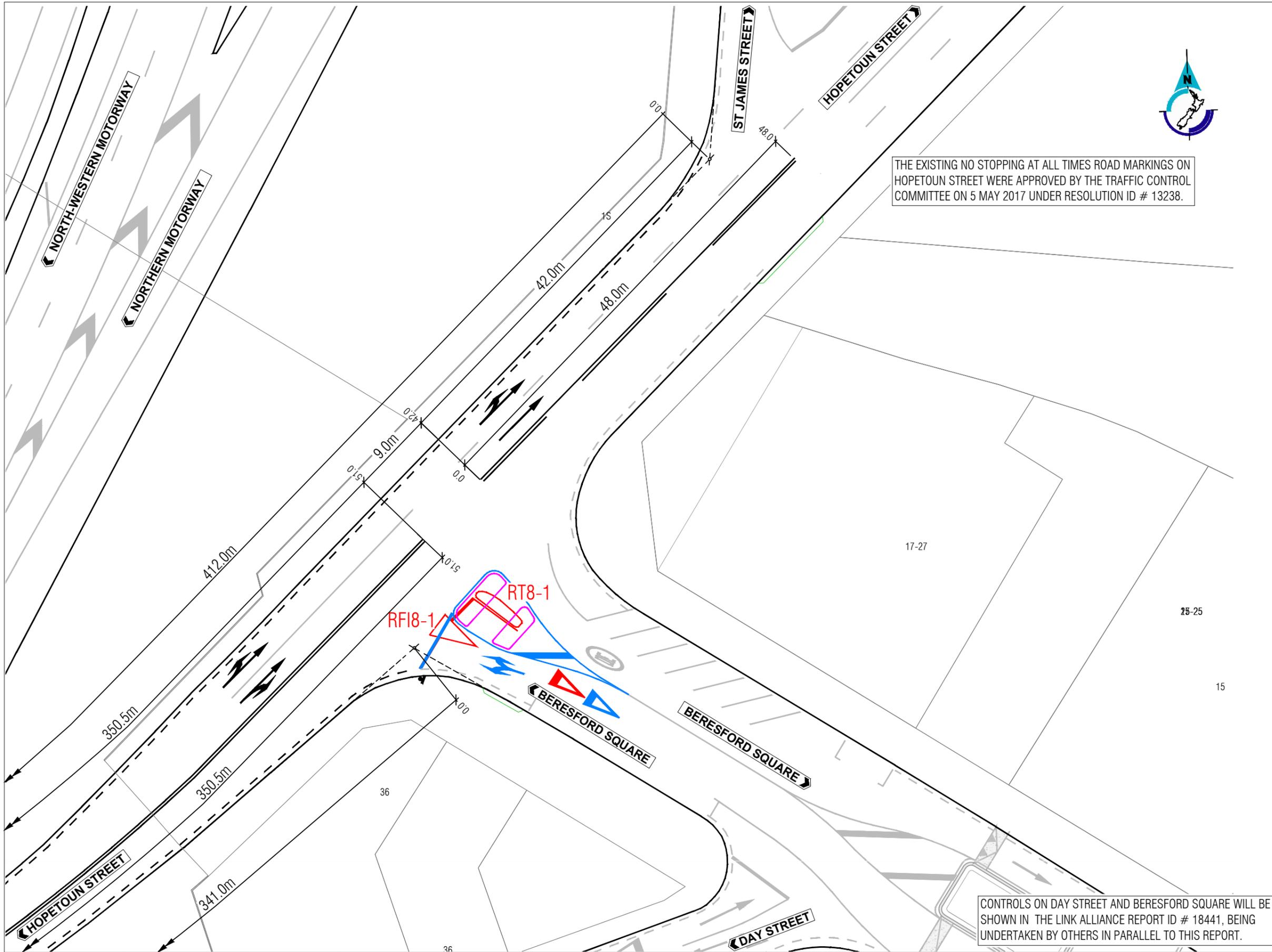


THE EXISTING TURNING ARROWS, CYCLE LANES, CARRIAGEWAY STOP CONTROL, PROHIBITED TURNS, ONE WAY ROAD, NO U-TURN, NO STOPPING AT ALL TIMES ROAD MARKINGS, BUS STOPS, PEDESTRIAN SIGNALS, PARKING ZONE, ANGLED PARKING, DELINEATOR, PEDESTRIAN CROSSING, TRAFFIC ISLAND, FLUSH MEDIAN, TRAFFIC SIGNALS AND ROAD HUMPS ON KARANGAHAPE ROAD, QUEEN STREET AND UPPER QUEEN STREET WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 09/07/2021, UNDER RESOLUTION ID # 16771.

LEGEND

- EXISTING KERB LINE
- EXISTING ROAD MARKINGS - APPROVED
- EXISTING ROAD MARKINGS - FOR APPROVAL
- EXISTING SIGN
- EXISTING VEHICLE ENTRANCE
- NEW KERB LINE
- NEW TRAFFIC SEPARATOR
- NEW ROAD MARKINGS
- NEW PINK ROAD SURFACE
- NEW ROAD SURFACE
- NEW CYCLE ROAD SURFACE
- NEW CARRIAGEWAY
- NEW FOOTPATH
- NEW SPEED HUMP/DELINEATOR
- NEW TRAFFIC ISLAND
- NEW SPEED BUMP
- NEW SIGN
- NEW DELINEATOR - PLANTER
- REMOVED KERB LINE/TRAFFIC ISLAND
- REMOVED ROAD MARKINGS
- REMOVED SIGN
- RESTRICTION EXTENDS OUTSIDE OF DRAWING

- 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 AND MAY NOT REFLECT FINAL POSITIONING.
 - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.



THE EXISTING NO STOPPING AT ALL TIMES ROAD MARKINGS ON HOPETOON STREET WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 5 MAY 2017 UNDER RESOLUTION ID # 13238.

CONTROLS ON DAY STREET AND BERESFORD SQUARE WILL BE SHOWN IN THE LINK ALLIANCE REPORT ID # 18441, BEING UNDERTAKEN BY OTHERS IN PARALLEL TO THIS REPORT.

LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW TRAFFIC SEPARATOR
	NEW ROAD MARKINGS
	NEW PINK ROAD SURFACE
	NEW ROAD SURFACE
	NEW CYCLE ROAD SURFACE
	NEW CARRIAGEWAY
	NEW FOOTPATH
	NEW SPEED HUMP/DELINEATOR
	NEW TRAFFIC ISLAND
	NEW SPEED BUMP
	NEW SIGN
	NEW DELINEATOR - PLANTER
	REMOVED KERB LINE/TRAFFIC ISLAND
	REMOVED ROAD MARKINGS
	REMOVED SIGN
	RESTRICTION EXTENDS OUTSIDE OF DRAWING

- 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 AND MAY NOT REFLECT FINAL POSITIONING.
 - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.

DESIGNED BY: BECA
 PREPARED BY: PTM CONSULTANTS
 FOR: AT

PROJECT NAME:
 BERESFORD SQUARE, HOPETOON STREET, EAST STREET, MERCURY LANE, CROSS STREET, UPPER QUEEN STREET AND CANADA STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD.
 RESOLUTION PLAN - KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS.

RESOLUTION ID 18615A	Design: BECA	Scale: N.T.S
	Survey: BECA	DWG#: PTM/WLB/18615A/ND/410-423
	Drawn: ND/PTM	Rev: A
	Date: 3 October 2024	Sheet#: SHEET 8 OF 14 - REMOVED

THE EXISTING NO STOPPING AT ALL TIMES ROAD MARKINGS, LOADING ZONE, ROAD HUMPS, GIVE WAY CONTROL, STOP CONTROL AND SHARROW MARKINGS ON GALATOS STREET, EAST STREET AND SOUTH STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 11 DECEMBER 2020 UNDER RESOLUTION ID # 16768.

THE EXISTING TRAFFIC AND PARKING CONTROLS ON GALATOS STREET NOT CONFIRMED IN RESOLUTION ID # 16768 HAVE BEEN APPROVED IN THE GALATOS STREET RESOLUTION ID # 8002 ON 23 AUGUST 2006.

THE EXISTING PAID PARKING CONTROLS ON WEST TERRACE, GALATOS STREET, EAST STREET, SOUTH STREET AND CANADA STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 22 FEBRUARY 2019 UNDER RESOLUTION ID # 15719.

THE EXISTING NO STOPPING AT ALL TIMES ROAD MARKINGS, LOADING ZONE, MOBILITY CARD HOLDERS ONLY, ROAD HUMPS AND STOP CONTROL ON EAST STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 1 MAY 2020 UNDER RESOLUTION ID # 15627A.



LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW TRAFFIC SEPARATOR
	NEW ROAD MARKINGS
	NEW PINK ROAD SURFACE
	NEW ROAD SURFACE
	NEW CYCLE ROAD SURFACE
	NEW CARRIAGEWAY
	NEW FOOTPATH
	NEW SPEED HUMPS/DELINEATOR
	NEW TRAFFIC ISLAND
	NEW SPEED BUMP
	NEW SIGN
	NEW DELINEATOR - PLANTER
	REMOVED KERB LINE/TRAFFIC ISLAND
	REMOVED ROAD MARKINGS
	REMOVED SIGN
	RESTRICTION EXTENDS OUTSIDE OF DRAWING

NOTES

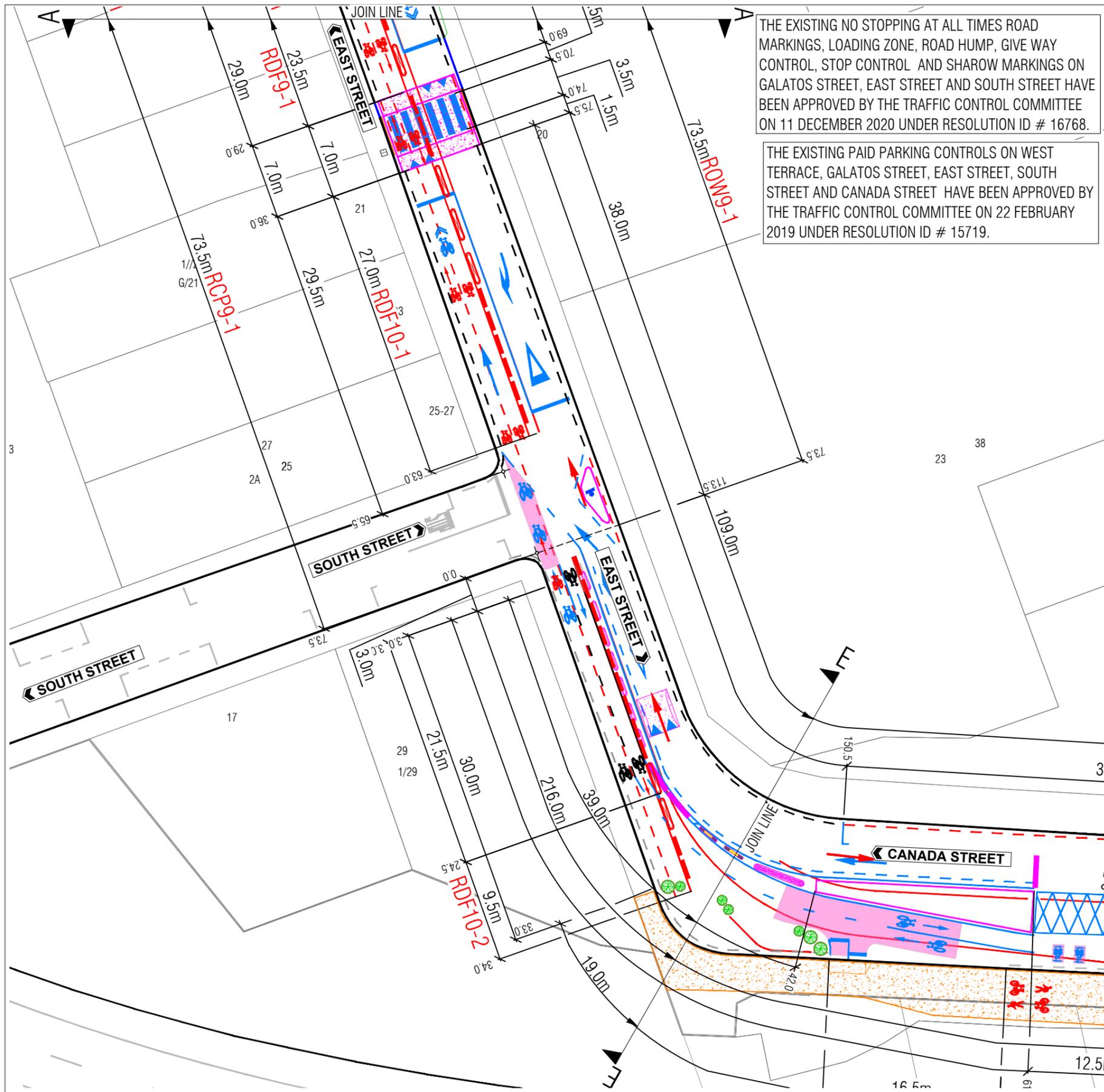
- ALL TRAFFIC AND PARKING SIGNS ARE TO BE INSTALLED AS PER TDM, ATCOP AND/OR RELEVANT LEGISLATION REQUIREMENT.
- ALL MEASUREMENTS ARE ROUNDED TO THE NEAREST 0.5m.
- SIGNS AND MARKINGS ARE INDICATIVE ONLY AND MAY NOT REFLECT FINAL POSITIONS.
- ALL VEHICLE ENTRANCES ARE INDICATIVE ONLY AND MAY NOT REFLECT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

DESIGNED BY: BECA
 PREPARED BY: PTM CONSULTANTS
 FOR: AT

PROJECT NAME:
 BERESFORD SQUARE, HOPETOUN STREET, EAST STREET, MERCURY LANE, CROSS STREET, UPPER QUEEN STREET AND CANADA STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD.
 RESOLUTION PLAN - KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS.

RESOLUTION ID
18615A

Design:	BECA	Scale:	N.T.S
Survey:	BECA	DWG#:	PTM/WLB/18615A/ND/410-423
Drawn:	ND/PTM	Rev:	A
Date:	3 October 2024	Sheet#:	SHEET 9 OF 14 - REMOVED



THE EXISTING NO STOPPING AT ALL TIMES ROAD MARKINGS, LOADING ZONE, ROAD HUMPS, GIVE WAY CONTROL, STOP CONTROL AND SHAROW MARKINGS ON GALATOS STREET, EAST STREET AND SOUTH STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 11 DECEMBER 2020 UNDER RESOLUTION ID # 16768.

THE EXISTING PAID PARKING CONTROLS ON WEST TERRACE, GALATOS STREET, EAST STREET, SOUTH STREET AND CANADA STREET HAVE BEEN APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 22 FEBRUARY 2019 UNDER RESOLUTION ID # 15719.



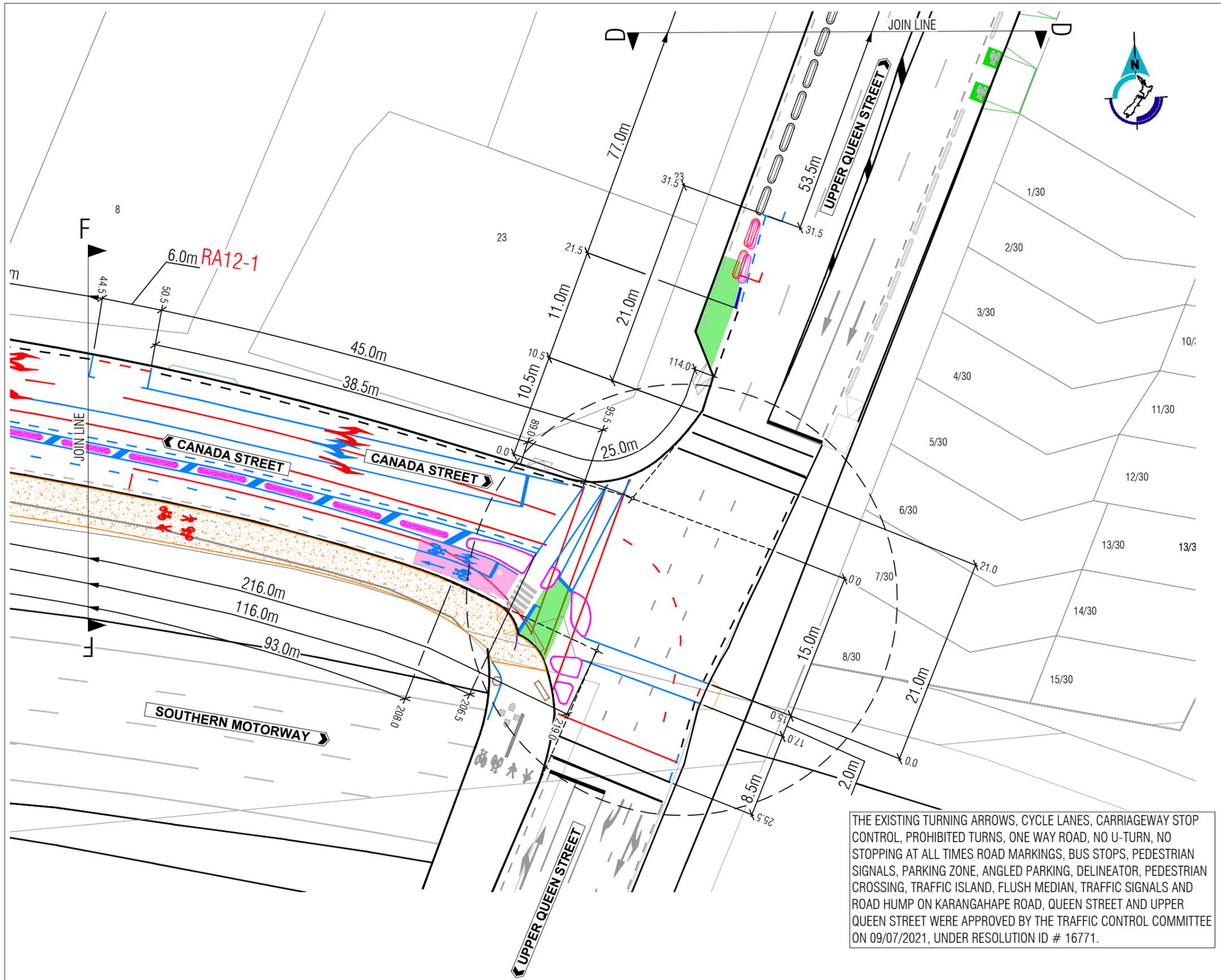
LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW TRAFFIC SEPARATOR
	NEW ROAD MARKINGS
	NEW PINK ROAD SURFACE
	NEW ROAD SURFACE
	NEW CYCLE ROAD SURFACE
	NEW CARRIAGEWAY
	NEW FOOTPATH
	NEW SPEED HUMP/DELINEATOR
	NEW TRAFFIC ISLAND
	NEW SPEED BUMP
	NEW SIGN
	NEW DELINEATOR - PLANTER
	REMOVED KERB LINE/TRAFFIC ISLAND
	REMOVED ROAD MARKINGS
	REMOVED SIGN
	RESTRICTION EXTENDS OUTSIDE OF DRAWING

- 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 AND MAY NOT REFLECT FINAL POSITIONING.
 - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.

DESIGNED BY: BECA
 PREPARED BY: PTM CONSULTANTS
 FOR: AT

PROJECT NAME:
 BERESFORD SQUARE, HOPETOUN STREET, EAST STREET, MERCURY LANE, CROSS STREET, UPPER QUEEN STREET AND CANADA STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD.
 RESOLUTION PLAN - KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS.

RESOLUTION ID 18615A	Design: BECA	Scale: N.T.S
	Survey: BECA	DWG#: PTM/WLB/18615A/ND/410-423
	Drawn: ND/PTM	Rev: A
	Date: 3 October 2024	Sheet#: SHEET 10 OF 14 - REMOVED



THE EXISTING TURNING ARROWS, CYCLE LANES, CARRIAGEWAY STOP CONTROL, PROHIBITED TURNS, ONE WAY ROAD, NO U-TURN, NO STOPPING AT ALL TIMES ROAD MARKINGS, BUS STOPS, PEDESTRIAN SIGNALS, PARKING ZONE, ANGLED PARKING, DELINEATOR, PEDESTRIAN CROSSING, TRAFFIC ISLAND, FLUSH MEDIAN, TRAFFIC SIGNALS AND ROAD HUMPS ON KARANGAHAPE ROAD, QUEEN STREET AND UPPER QUEEN STREET WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 09/07/2021, UNDER RESOLUTION ID # 16771.

LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW TRAFFIC SEPARATOR
	NEW ROAD MARKINGS
	NEW PINK ROAD SURFACE
	NEW ROAD SURFACE
	NEW CYCLE ROAD SURFACE
	NEW CARRIAGEWAY
	NEW FOOTPATH
	NEW SPEED HUMPS/DELINATOR
	NEW TRAFFIC ISLAND
	NEW SPEED BUMP
	NEW SIGN
	NEW DELINEATOR - PLANTER
	REMOVED KERB LINE/TRAFFIC ISLAND
	REMOVED ROAD MARKINGS
	REMOVED SIGN
	RESTRICTION EXTENDS OUTSIDE OF DRAWING

- 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 AND MAY NOT REFLECT FINAL POSITIONING.
 - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.

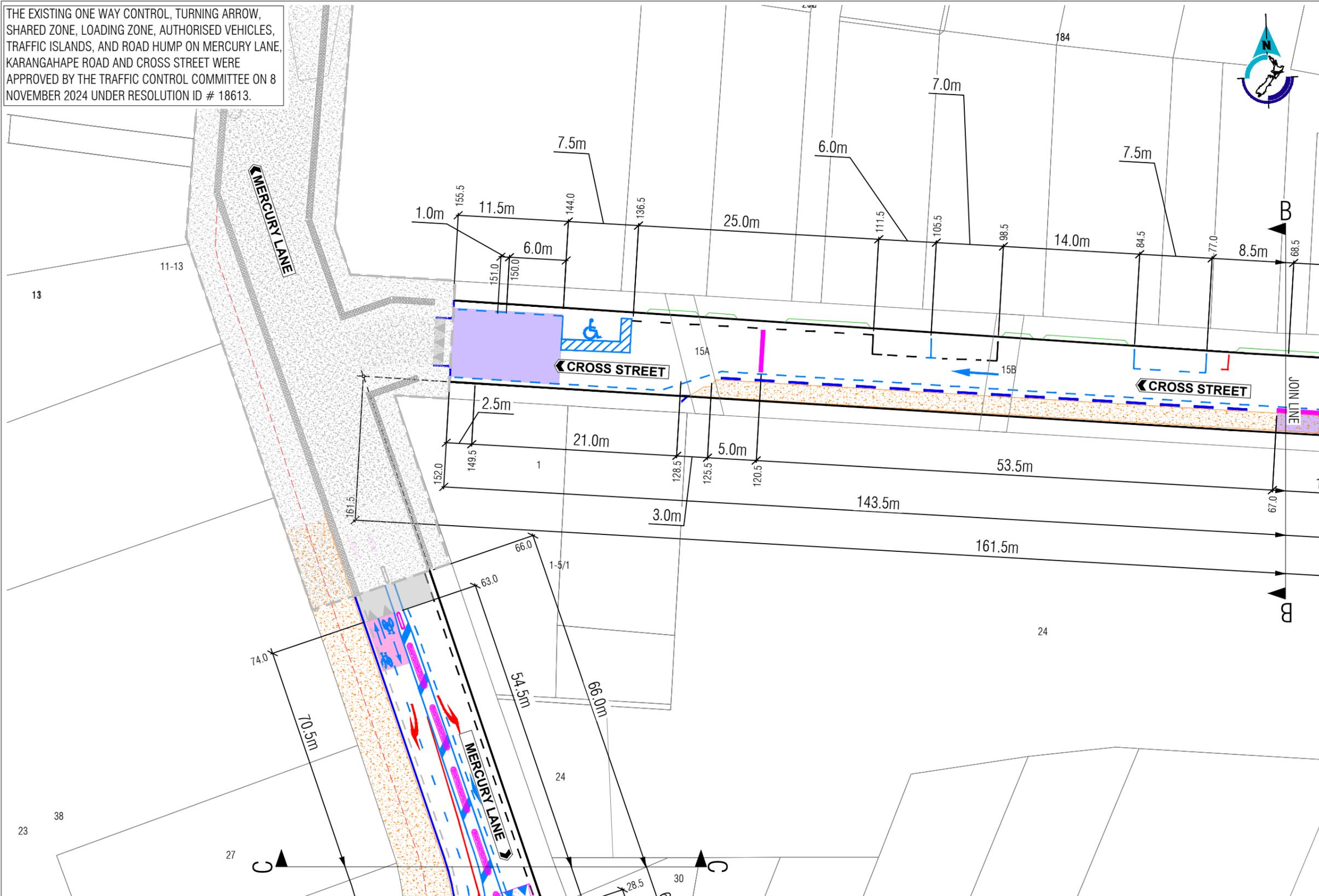
DESIGNED BY: BECA
 PREPARED BY: PTM CONSULTANTS
 FOR: AT

PROJECT NAME:
 BERESFORD SQUARE, HOPETOUN STREET, EAST STREET, MERCURY LANE, CROSS STREET, UPPER QUEEN STREET AND CANADA STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD.
 RESOLUTION PLAN - KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS.

RESOLUTION ID
18615A

Design:	BECA	Scale:	N.T.S
Survey:	BECA	DWG#:	PTM/WLB/18615A/ND/410-423
Drawn:	ND/PTM	Rev:	A
Date:	3 October 2024	Sheet#:	SHEET 12 OF 14 - REMOVED

THE EXISTING ONE WAY CONTROL, TURNING ARROW, SHARED ZONE, LOADING ZONE, AUTHORISED VEHICLES, TRAFFIC ISLANDS, AND ROAD HUMP ON MERCURY LANE, KARANGAHAPE ROAD AND CROSS STREET WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 8 NOVEMBER 2024 UNDER RESOLUTION ID # 18613.

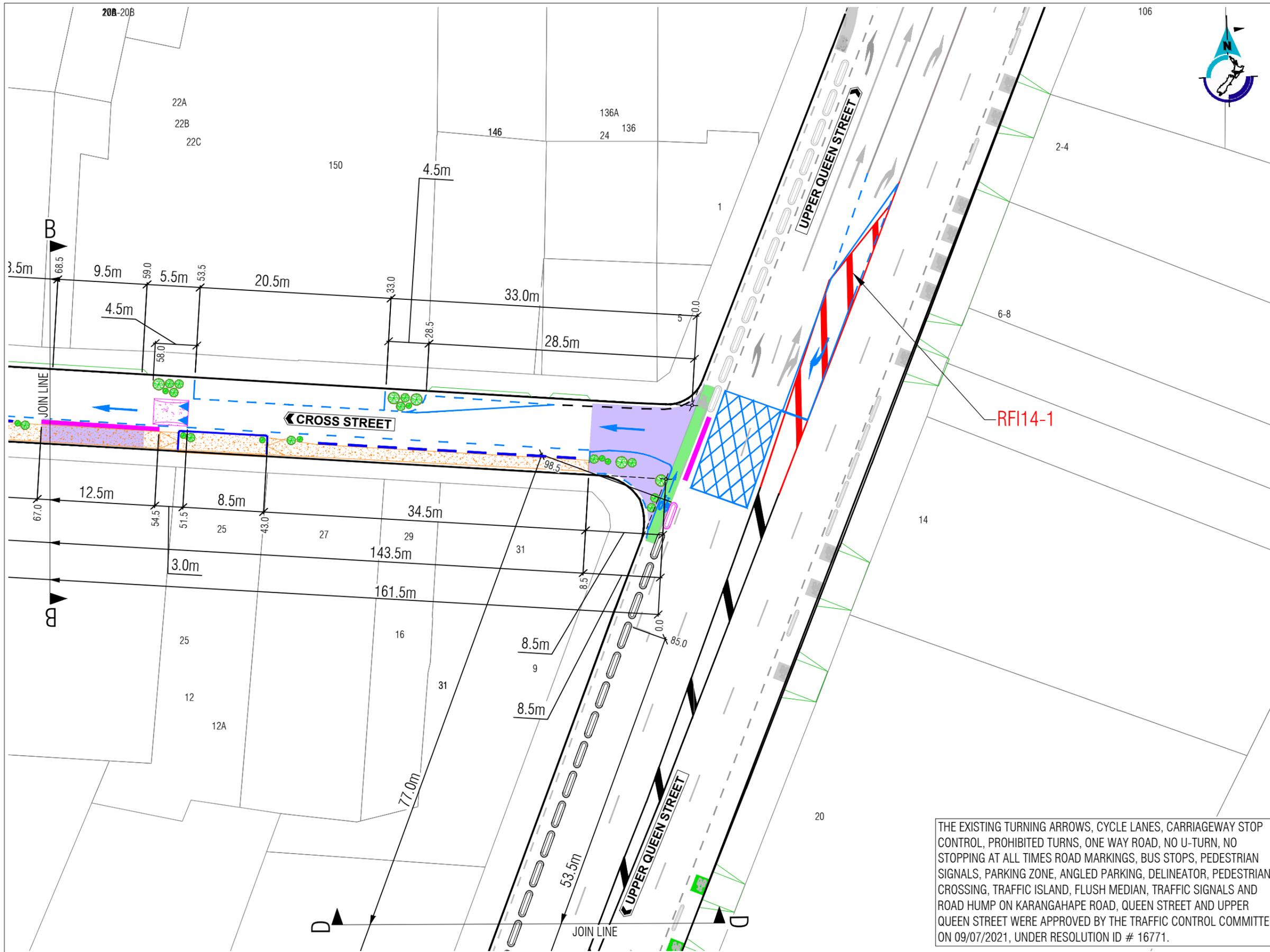


LEGEND

- EXISTING KERB LINE
- EXISTING ROAD MARKINGS - APPROVED
- EXISTING ROAD MARKINGS - FOR APPROVAL
- EXISTING SIGN
- EXISTING VEHICLE ENTRANCE
- NEW KERB LINE
- NEW TRAFFIC SEPARATOR
- NEW ROAD MARKINGS
- NEW PINK ROAD SURFACE
- NEW ROAD SURFACE
- NEW CYCLE ROAD SURFACE
- NEW CARRIAGEWAY
- NEW FOOTPATH
- NEW SPEED HUMP/DELINEATOR
- NEW TRAFFIC ISLAND
- NEW SPEED BUMP
- NEW SIGN
- NEW DELINEATOR - PLANTER
- REMOVED KERB LINE/TRAFFIC ISLAND
- REMOVED ROAD MARKINGS
- REMOVED SIGN
- RESTRICTION EXTENDS OUTSIDE OF DRAWING

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 AND MAY NOT REFLECT FINAL POSITIONING.
- THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.



LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW TRAFFIC SEPARATOR
	NEW ROAD MARKINGS
	NEW PINK ROAD SURFACE
	NEW ROAD SURFACE
	NEW CYCLE ROAD SURFACE
	NEW CARRIAGEWAY
	NEW FOOTPATH
	NEW SPEED HUMP/DELINEATOR
	NEW TRAFFIC ISLAND
	NEW SPEED BUMP
	NEW SIGN
	NEW DELINEATOR - PLANTER
	REMOVED KERB LINE/TRAFFIC ISLAND
	REMOVED ROAD MARKINGS
	REMOVED SIGN
	RESTRICTION EXTENDS OUTSIDE OF DRAWING

- 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 AND MAY NOT REFLECT FINAL POSITIONING.
 - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.

THE EXISTING TURNING ARROWS, CYCLE LANES, CARRIAGEWAY STOP CONTROL, PROHIBITED TURNS, ONE WAY ROAD, NO U-TURN, NO STOPPING AT ALL TIMES ROAD MARKINGS, BUS STOPS, PEDESTRIAN SIGNALS, PARKING ZONE, ANGLED PARKING, DELINEATOR, PEDESTRIAN CROSSING, TRAFFIC ISLAND, FLUSH MEDIAN, TRAFFIC SIGNALS AND ROAD HUMP ON KARANGAHAPE ROAD, QUEEN STREET AND UPPER QUEEN STREET WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 09/07/2021, UNDER RESOLUTION ID # 16771.

DESIGNED BY: BECA
 PREPARED BY: PTM CONSULTANTS
 FOR: AT

PROJECT NAME:
 BERESFORD SQUARE, HOPETOUN STREET, EAST STREET, MERCURY LANE, CROSS STREET, UPPER QUEEN STREET AND CANADA STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD.
 RESOLUTION PLAN - KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS.

RESOLUTION ID 18615A	Design: BECA	Scale: N.T.S
	Survey: BECA	DWG#: PTM/WLB/18615A/ND/410-423
	Drawn: ND/PTM	Rev: A
	Date: 3 October 2024	Sheet#: SHEET 14 OF 14 - REMOVED