



Permanent Traffic and Parking Changes Report
Waitematā Local Board

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

Karanga-a-hape neighbourhood network improvements – new one way, prohibited turn, turning arrows, delineators and flush islands, cycle path, no stopping in cycle path, no stopping at all times road markings, loading zone, time restriction, shared vehicle, mobility card holders only, traffic islands, flush islands, road humps, pedestrians crossings, footpaths, intersection traffic signal, give way control, roundabout controlled give way, edge lines, keep clears, no passing lines, removed one way, turning arrows, cycle path, delineators and flush, traffic islands, flush islands, road hump and edge line

Report to Traffic Control Committee

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

Date Resolved: 15 AUG 2024	Resolution ID: 18615
Internal cost code: C.101833.04	

1. Recommendations

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. That pursuant to clause 7 of the Auckland Transport Traffic Bylaw 2012, the driver of a vehicle on **East Street** and **Canada Street** (from South Street to Mercury Lane) **must travel** only in the direction as indicated by **OW3-1** on the attached drawings # PTM/WLB/18615/ND/410-423, sheets 3 and 4, both Rev A, both dated 26 July 2024 (except that the rider of a **cycle** who **may travel** in the opposite direction to that specified in this resolution).
- B. That pursuant to clause 7 of the Auckland Transport Traffic Bylaw 2012, the driver of a vehicle on **Mercury Lane** (from Cross Street to Canada Street) **must travel** only in the direction as indicated by **OW4-1** on the attached drawings # PTM/WLB/18615/ND/410-423, sheets 4 and 6, both Rev A, both dated 26 July 2024 (except that the rider of a **cycle** who **may travel** in the opposite direction to that specified in this resolution).
- C. That pursuant to clause 7 of the Auckland Transport Traffic Bylaw 2012, the driver of a vehicle on **Cross Street** (from Upper Queen Street to Mercury Lane) **must travel** only in the direction as indicated by **OW6-1** on the attached drawings # PTM/WLB/18615/ND/410-423, sheets 6 and 7, both Rev A, both dated 26 July

2024 (except that the rider of a **cycle** who **may travel** in the opposite direction to that specified in this resolution).

- D. That pursuant to clause 8 of the Auckland Transport Traffic Bylaw 2012 the driver of all vehicles except vehicles less than 6.3m in length **are prohibited from turning left** from **Karangahape Road** into East Street, as indicated on the attached drawing # PTM/WLB/18615/ND/410-423, sheet 2, Rev A, dated 26 July 2024.
- E. That pursuant to clause 8 of the Auckland Transport Traffic Bylaw 2012 all vehicles except cycles are **prohibited from turning right from South Street** into East Street as indicated on the attached drawing # PTM/WLB/18615/ND/410-423, sheet 3, Rev A, dated 26 July 2024.
- F. 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 **Hopetoun Street, Beresford Square, Cross Street, Mercury Lane, Upper Queen Street, East Street** and **Canada Street** as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 1, 3 to 8, all Rev A, all dated 26 July 2024.
- G. 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 **East Street** and **Canada Street**, except where interrupted by intersections and vehicles accesses, in the area referred to as **DF3-1** as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 3 and 4, both Rev A, both dated 26 July 2024.
- H. 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 **Canada Street**, except where interrupted by intersections and vehicles accesses, in the area referred to as **DF4-1** as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 4 and 5, both Rev A, both dated 26 July 2024.
- I. 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 **Mercury Lane**, except where interrupted by intersections and vehicles accesses, in the area referred to as **DF4-2** as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 4 and 6, both Rev A, both dated 26 July 2024.
- J. 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 **Cross Street**, except where interrupted by intersections and vehicles accesses, in the area referred to as **DF7-1** as indicated in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 7, Rev A, dated 26 July 2024.
- K. That pursuant to clause 12 of the Auckland Transport Traffic Bylaw 2012 the part of **East Street** and **Canada Street** referred to as **CP3-1** and the part of **Mercury Lane** referred to as **CP4-1**, as indicated on the attached drawings # PTM/WLB/18615/ND/410-423, sheets 3 to 6, all Rev A, all dated 26 July 2024, is specified as being a **cycle path**.
- L. That pursuant to clause 11 of the Auckland Transport Traffic Bylaw 2012 motor vehicles are prohibited from driving along the cycle paths referred to as CP3-1 on East Street and Canada Street and CP4-1 on Mercury Lane as indicated on the

attached drawings # PTM/WLB/18615/ND/410-423, sheets 3 to 6, all Rev A, all dated 26 July 2024, except when crossing directly from the roadway to a driveway.

- M. That pursuant to clause 12 of the Auckland Transport Traffic Bylaw 2012 the area of land referred to as **SP5-1** on **Canada Street** and **Upper Queen Street** as identified on the attached drawing # PTM/WLB/18615/ND/410-423, sheet 5, Rev A, dated 26 July 2024, is specified as being a **shared path** for cycles, pedestrians; riders of mobility devices and riders of wheeled recreational devices.
- N. The priority for the following users of a shared path is pedestrians / riders of mobility devices / cyclists / riders of wheeled recreational devices.
- O. That pursuant to clause 11 of the Auckland Transport Traffic Bylaw 2012 motor vehicles are prohibited from driving along the shared path referred to as SP5-1 on Canada Street and Upper Queen Street as indicated on the attached drawing # PTM/WLB/18615/ND/410-423, sheet 5, Rev A, dated 26 July 2024, except when crossing directly from the roadway to a driveway.
- P. 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 areas as indicated in the table below and shown in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 1 to 7, all Rev A, all dated 26 July 2024.

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

- Q. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred to as **LZ6-1** and **LZ6-2** on **Cross Street** as indicated in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 6, Rev A, dated 26 July 2024, is specified as a parking place in the form of 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.
- R. 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 **LZ7-1** on **Cross Street** as indicated in the attached drawing # PTM/WLB/18615/ND/410-

423, sheet 7, Rev A, dated 26 July 2024, is specified as a parking place in the form of 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**.

- S. 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 **CS6-1** on **Cross Street** as indicated in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 6, Rev A, dated 26 July 2024, is specified as a parking place restricted to use only by **shared vehicles** (being a class of vehicle specified in the Auckland Transport Traffic Bylaw 2012) at all times.
- T. 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 part of road referred to as **MP6-1** on **Cross Street** as indicated in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 6, Rev A, dated 26 July 2024, 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. The maximum time for parking in the mobility place is defined as **thirty minutes**.
- U. 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** (refuge 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 **T4-3**, **T4-5**, **T5-1** and **T5-2**, on **Mercury Lane** in the area referred to as **T4-4**, and on **Upper Queen Street** in the areas referred to as **T5-3** and **T5-4**, as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 1, 4 and 5, all Rev A, all dated 26 July 2024.
- V. 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** (central island) is to be provided on **Canada Street** in the area referred to as **T4-1** and on **Mercury Lane** in the area referred to as **T6-1** as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheet 4 and 6, both Rev A, both dated 26 July 2024.
- W. 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** (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 in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 3 to 5, all Rev A, all dated 26 July 2024.
- X. 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** (central roundabout island) is to be provided on **Canada Street** and **Mercury Lane** in the area referred to as **T4-7** as indicated in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 4, Rev A, dated 26 July 2024.
- Y. 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 **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 in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 1, 4, 5 and 7, all Rev A, all dated 26 July 2024.

- Z. 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** (speed bump) is to be provided on **Canada Street** in the areas referred to as **H4-1** to **H4-3**, on **Cross Street** in the areas referred to as **H6-1** and **H7-2** and on **Upper Queen Street** in the area referred to as **H7-3**, as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 4, 6 and 7, all Rev A, all dated 26 July 2024.
- AA. 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** (speed hump) is to be provided on **East Street** in the area referred to as **H3-2**, on **Canada Street** in the area referred to as **H4-4**, on **Mercury Lane** in the area referred to as **H4-5** and on **Cross Street** in the area referred to as **H7-1**, as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheet 4, 5 and 7, all Rev A, all dated 26 July 2024.
- BB. 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** (speed table) is to be provided on **East Street** in the area referred to as **H3-1** as indicated in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 3, Rev A, dated 26 July 2024.
- CC. 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 **East Street** in the area referred to as **Z3-1** and on **Canada Street** in the area referred to as **Z4-1**, as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheet 3 and 4, both Rev A, both dated 26 July 2024.
- DD. 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 in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 3 to 7, all Rev A, all dated 26 July 2024, are determined to be a **footpath** at all times.
- EE. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **traffic signal** control is imposed at all times and road markings, signals and signs erected at the intersection of **Canada Street** and **Upper Queen Street**, as indicated by **SI5-1** in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 5, Rev A, dated 26 July 2024.
- FF. 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 **give way** control is imposed at all times and road markings and signs erected on **Beresford Square**, at its intersection with Hopetoun Street, and on **East Street**, at its intersection with South Street, as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 1 and 3, both Rev A, both dated 26 July 2024.
- GG. 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 **roundabout** controlled by give way is imposed at all times and road markings and signs erected at the intersection of **Canada Street** and **Mercury Lane**, as indicated in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 4, Rev A, dated 26 July 2024.
- HH. 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 **East Street**, **Canada Street**, **Cross Street**, and **Mercury Lane** in the areas referred to as **EL** as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 4, 5 and 7, all Rev A, all dated 26 July 2024.

- II. That pursuant to section 334 of the Local Government Act 1974 and clause 10.6 of the Land Transport Rule: Traffic Control Devices 2004 a **keep clear** zone is to be provided on **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 in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 4 and 7, both Rev A, both dated 26 July 2024.
- JJ. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.3 of the Land Transport Rule: Traffic Control Devices 2004 a **no passing** restriction is imposed at all times and road markings applied on **Hopetoun Street** in the area referred to as **NP1-1** as indicated on and extending beyond the attached drawing # PTM/WLB/18615/ND/410-423, sheet 1, Rev A, dated 26 July 2024. (For the avoidance of doubt, NP1-1 continues to a point 2.5m west of the prolongation of the northern kerb side of Hopetoun Street slip lane.)
- KK. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.3 of the Land Transport Rule: Traffic Control Devices 2004 a **no passing** restriction is imposed at all times and road markings applied on **Hopetoun Street** in the area referred to as **NP1-2** as indicated in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 1, Rev A, dated 26 July 2024.
- LL. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.3 of the Land Transport Rule: Traffic Control Devices 2004 a **no passing** restriction is imposed at all times and road markings applied on **Hopetoun Street** in the area referred to as **NP1-3** as indicated on and extending beyond the attached drawing # PTM/WLB/18615/ND/410-423, sheet 1, Rev A, dated 26 July 2024. (For the avoidance of doubt, NP1-3 continues to a point 2.5m west of the prolongation of the northern kerb side of Hopetoun Street slip lane.)
- MM. 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 **Canada Street**, in the area referred to as **D4-1** and on **Cross Street**, in the areas referred to as **D6-1 to D6-3, D7-1 and D7-2** as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheet 4, 6 and 7, all Rev A, all dated 26 July 2024.
- NN. 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 **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 in the attached drawings # PTM/WLB/18615/ND/410-423, sheet 3 to 5 and 7, all Rev A, all dated 26 July 2024.
- OO. That pursuant to section 334 of the Local Government Act 1974, a **sharrow marking** is to be provided on **East Street**, in the areas referred to as **AS** as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheet 2 and 3, both Rev A, both dated 26 July 2024.
- PP. That pursuant to section 334 of the Local Government Act 1974, **surface treatment** is to be provided on **Cross Street**, in the areas referred to as **AS1** as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheet 6 and 7, both Rev A, both dated 26 July 2024.
- QQ. That pursuant to section 319(1)(f) of the Local Government Act 1974 the areas referred to as **CY** on **Canada Street** and **Mercury Lane** as indicated in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 4, Rev A, dated 26 July 2024, are determined to be **carriageway** at all times.
- RR. That pursuant to clause 7 of the Auckland Transport Traffic Bylaw 2012, the previous decision to impose one-way travel on **East Street** (from Galatos Street to South Street) as indicated by **ROW9-1** on the attached drawings #

PTM/WLB/18615/ND/410-423, sheets 9 and 10, both Rev A, both dated 26 July 2024, is **revoked**.

- SS. 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, the previous decision to provide **lanes**, including lanes restricted to traffic required to turn or go straight ahead as indicated by **arrow markings**, are provided for on **East Street, Mercury Lane** and **Canada Street** as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 9 to 13, all Rev A, all dated 26 July 2024, is **revoked**.
- TT. That pursuant to clause 12 of the Auckland Transport Traffic Bylaw 2012 the previous decision to provide a **cycle path** on the part of road referred to as **RCP9-1** on **East Street** as identified on the attached drawings # PTM/WLB/18615/ND/410-423, sheets 9 and 10, both Rev A, both dated 26 July 2024, is **revoked**.
- UU. 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 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 in the attached drawings # PTM/WLB/18615/ND/410-423, sheets 9 and 10, both Rev A, both dated 26 July 2024, is **revoked**.
- VV. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, the previous decision to provide a prohibition on 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 in the attached drawing # PTM/WLB/18615/ND/410-423, sheets 11 and 12, both Rev A, both dated 26 July 2024, is **revoked**.
- WW. 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 the previous decision to provide a **traffic island** on **Beresford Square** in the area referred to as **RT8-1** and on **East Street** in the areas referred to as **RT9-1** and **RT9-2**, as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheet 8 and 9, both Rev A, both dated 26 July 2024, is **revoked**.
- XX. 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 the previous decision to provide a **flush island** on **Beresford Square** in the area referred to as **RFI8-1** and on **Upper Queen Street** in the area referred to as **RFI14-1**, as indicated in the attached drawings # PTM/WLB/18615/ND/410-423, sheet 8 and 14, both Rev A, both dated 26 July 2024, is **revoked**.
- YY. 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, the previous decision to provide a **road hump** on **East Street** to as **RH9-1** as indicated in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 9, Rev A, dated 26 July 2024, is **revoked**.
- ZZ. 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 the previous decision to impose a **give way** control on **East Street**, at its intersection with Galatos Street, as indicated in the attached drawing # PTM/WLB/18615/ND/410-423, sheet 9, Rev A, dated 26 July 2024, is **revoked** and all road markings and signs are to be removed.
- AAA. 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 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 in the attached drawings #

PTM/WLB/18615/ND/410-423, sheets 9 and 11, both Rev A, both dated 26 July 2024, is **revoked**.

- BBB. 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.
- CCC. 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.
- DDD. The revocation of each traffic control, restriction or prohibition in recommendations RR to AAA 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.

2. Executive Summary

The Karanga-a-Hape Station Neighbourhood and Bus Improvements project proposes changes to the transport network and streets around the new City Rail Link (CRL) station entrances in Beresford Square and Mercury Lane. The Karanga-a-Hape Neighbourhood and Bus Improvements aims to improve safety for everyone, make connecting between bus, bike, and train easier, and enhance the look and feel of the neighbourhood streets to complement the new station. The project's proposed changes support past enhancement projects, prepare for the opening of the CRL, and deliver outcomes from the City Centre Masterplan.

This report pertains mainly to walking and cycling enhancements to the south of the new station entrance in Mercury Lane and includes a permanent separated cycleway in Canada Street / East Street, linking the Lightpath to the Karanghapse Road cycleway – albeit with a small on-street section to the north of South Street. Separated cycling facilities are also provided in the southern section of Mercury Lane to link the station entrance with destination to the south.

The report also covers the return of Cross Street to its pre-CRL works state, but with paid parking being replaced with a mix of loading, servicing and mobility parking. A separated pedestrian / cycling facility is also being provided for on the south side of Cross Street.

Finally, the report covers small pedestrian enhancements to the western end of Beresford Square to tie in the works being progressed by Link Alliance (LKA) around the Beresford Square station entrance.

3. Governance Context

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.

4. Consultation Summary

The wider project has been consulted with AT internal teams via the Design Review Panel (DRP) SME forum. The developed design was submitted for review between 13 December 2022 and 21 January 2023 and, more recently, the detailed design plans and supporting reports were submitted for review between 12 March 2024 and 8 April 2024. Responses were received and responded to via the design register process, with a separate Auckland Transport Operations Centre (ATOC) feedback report being responded to in late February 2024, with dialogue continuing through March 2024 to respond to matter raised to close out design matters raised.

A wide range of design related advice was received through the DRP review process, with the design being amended where possible to respond to the points raised. The ATOC review of the wider project did not have any substantive comments that related to the signalisation of the Upper Queen Street / Canada Street intersection. The key item of contention explored by internal teams was in relation to the truncation of the Canada / East Street cycleway to the South Street intersection. The project team explained that whilst this was not ideal, a balance needed to be struck in this area between better walking / cycling and the needs of local businesses. It was noted that the traffic circulatory changes that will stem from this project will further reduce traffic in Canada Street and also that the speed environment here is slow.

The wider project has been supported by an extensive public consultation exercise that was undertaken between 17 April 2023 and 26 May 2023. The project team also conducted face-to-face meetings with the Waitematā Local Board, local MP, local councillor, Karangahape Business Association (KBA), Fire and Emergency New Zealand (FENZ) and Urban Search and Rescue.

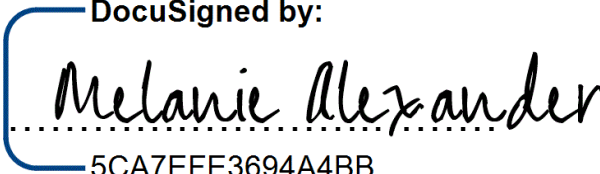
During March and April 2024, the project team have attended meetings with the Community Reference Group, KBA, FENZ, St John and LKA representatives to update them on the emerging final detailed design and proposed construction programme.

Most of the project elements that are covered by this report related to walking / cycling enhancements and changes to parking / loading arrangements to better support the new station entrance in Mercury Lane. Overall sentiment from the public to the walking / cycling changes was positive (at 73%) although the extend of the proposed Canada Street separated cycleway facility has been shortened to terminate at South Street in direct response to negative feedback from local business in this area.

Proposed parking and loading changes were less positively received, with 59% positive sentiment overall. There was a clear tension between respondents who wanted to see paid parking retained in these side streets and those who supported the switch in focus from paid parking to loading, servicing and additional mobility parking in Cross Street.

A fuller description of the consultation of who was consulted, the methodology and a more detailed review of the feedback and how this was responded to is set out in the consultation section of the appendix.

5. Signatures and Approvals

	Name and title of signatory	Date of Review Approval
Consultant / Author:	Simon Milner Public Transport Lead PTM Consultants Ltd	
Recommended by:	Suresh Patel Bus, Ferry & Network Integration Manager Public Transport Infrastructure Development	25/06/24
Verified by:	Ravinesh Reddy Senior Resolutions Specialist Transport Controls Unit	01/08/24
Approved by:	Mathew Rudez Traffic Engineering Team Leader (Central) Road Network Operations	01/08/24
Approved by:	Stuart McAlpine Minor Projects Specification Manager Metro Infrastructure & Fleet Specification	01/08/24
Approved by:	Garry Brown Parking Compliance Area Manager Transport Compliance	02/08/24
Recommendations Resolved by:	<p>DocuSigned by:</p>  <p>5CA7EFE3694A4BB...</p> <p>Melanie Alexander Chairperson Traffic Control Committee</p>	<p>Date Resolved</p> <p>15 AUG 2024</p>

Appendix

6. Background

6.1 How the matter arose

The Karanga-a-Hape Station Neighbourhood and Bus Improvements project proposes improvements to the transport network and streets around the new City Rail Link (CRL) station entrances in Beresford Square and Mercury Lane. The Karanga-a-Hape Neighbourhood and Bus Improvements aims to improve safety for everyone, make connecting between bus, bike, and train easier, and enhance the look and feel of the neighbourhood streets to complement the new station. The project's proposed changes support past enhancement projects, prepare for the opening of the CRL, and deliver outcomes from the City Centre Masterplan.

The proposed changes are intended to:

- make connections between the new Karanga-a-Hape Station and the surrounding neighbourhood, easy, safe, and intuitive,
- make travelling by bus easier, quicker, and more reliable. Create better connections between buses and trains, and
- make it easier for people to walk and cycle around the area safely.

This report encompasses changes to Cross Street, Canada Street, East Street and the western end of Beresford Square to deliver improved walking and cycling connections to/from the new station entrance in Mercury Lane and also between the northwestern cycleway and the cycleway on Karangahape Road.

6.2 Location

The subject area is situated between Upper Queen Street and Karangahape Road in the Waitematā Local Board area.

Road Name	Road Classification	AADT (vpd)	Additional Designation(s)
Upper Queen Street	Arterial	15,073	
Cross Street	Secondary Collector	1,466	
Canada Street	Arterial	6,948	
East Street	Secondary Collector	1,047	
Mercury Lane	Primary Collector	3,141	
Beresford Square	Secondary Collector	1,047	

This area is predominantly commercial in nature.

The area is within the Auckland Central City Parking Zone.

7. Issues and Options

7.1 Proposal

It is proposed to install new one way traffic movements, prohibited turn, turning arrows, delineators and flush islands, cycle path, no stopping in cycle path, no stopping at all times road markings, loading zone, time restriction, shared vehicle, mobility card holders only, traffic islands, flush islands, road humps, pedestrians crossings, footpaths, intersection traffic signal, give way control, roundabout controlled give way, edge lines, keep clears as shown on the attached drawings # PTM/WLB/18615/ND/410-423, sheets 1 to 14, all Rev A, all dated 26 July 2024.

The existing turning arrows, no stopping at all times road markings and no passing lines on Hopetoun Street were not included in existing resolutions for the area when requested and do not appear to be covered by a resolution. The controls were in operation for a period before the creation of Auckland Transport, it is presumed Auckland Transport considered them reasonable and appropriate.

The existing no stopping at all times road markings on Hopetoun Street were approved by the Traffic Control Committee on 5 May 2017 under resolution ID # 13238.

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 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 hump and stop control on East Street have been approved by the Traffic Control Committee on 1 May 2020 under resolution ID # 15627A.

Traffic controls on Mercury Lane will be shown in a report with the ID #18613 being undertaken in parallel to this resolution.

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 9 July 2021, under resolution ID # 16771.

7.2 Strategic alignment

7.2.1 Design standards

Whilst the design for this wider project proposal mostly complies with the standards set in the AT Transport Design Manual (TDM), the project team has applied for several departures from standard (DfS), due to the constrained roading environment in this area. The DfS' that relate specifically to traffic and transport controls in the streets covered by this report are documented below. Others are documented in reports for other project components.

DfS #1 - Footpath gradients – AT TDM Footpath and the Public Realm. Section 3.4 – Crossfall Gradients – approved 9 July 2024

The existing footpath on northern side of Cross Street has a non-compliant grade. To achieve the standard, rebuilding of the existing environment to achieve compliant grades was considered by the project team but rejected due to the risk of flooding private properties or blocking existing access arrangements. The design is improving on the current situation on the southern side of Cross Street. Given that further improvement cannot be achieved by the design, a DfS was sought and approved.

DfS #2 – Road gradient – AT TDM Urban & Roadways. Section 6.2.1 – Transverse Gradient – approved 9 July 2024

At Cross Street, the eastern side of the carriageway is 7% due to the raised table design, which exceeds the maximum transverse grade of 5% that is specified in the TDM. This DfS is related to DfS #1 documented above and the reasons for it are the same.

7.2.2 Safety

Safety is a core driver for the wider project. This element of the wider project provides an upgrade for pedestrians and cyclists in Canada Street and East Street with the full separation via a new bi-directional cycleway from Upper Queen Street through to South Street. Similar treatment is also provided by the proposal for the southern end of Mercury Lane to outside the new station entrance.

A Safe Systems Audit has been undertaken throughout the various stages of the project development process. The most recent being an audit for stage three being undertaken on the detailed design in December 2023. Four minor concerns and two comments were made by the audit team, these matters have been addressed by the project team accordingly.

Minor Concerns

New Cross Street dropped crossing – it was noted that a preferable approach in this location might be to omit the proposed pram crossing and adjust an existing, abandoned vehicle crossing to achieve a better transition between the footpath and the proposed protected road shoulder area. The designer noted the concerns raised and has adjusted the final design to provide for a better transition zone.

Upper Queen Street / Cross Street intersection vehicle clearance times – the audit team commented the presence of two rubber speed humps and lack of “keep clear” markings on Upper Queen Street could result in vehicle dwelling for longer than necessary when trying to enter Cross Street. The designer, in response, has added Keep Clear markings and removed the downstream rubber hump to achieve better clearance rates for right turning vehicles into Cross Street.

Lightpath connections and pedestrian / cycle conflict – the audit team noted that this issue has been ongoing since the Lightpath opened and the design could do more to address the issue. The client has recommended that the design team retain the existing fencing but replace the existing vegetation with lower species to improve intervisibility for cyclists exiting the Lightpath.

Truncation of East Street cycle path connectivity at South Street – the audit team recommended that the decision to create this “missing link” be reconsidered. In response, the client noted that the design responses will help reinforce the low-speed environment for cyclists through here and further noted that network changes that will flow from the implementation of this project will further reduce traffic volumes in East Street.

One comment made related to the overall design philosophy for the project, where directionality is indicated, but effectively the design support a “shared space” approach to usage. The client closed this comment, noting that this is indeed a different style of design

philosophy, but is in line with similar treatments that have been successfully deployed in Karangahape Road.

The other comment noted that there is an alternate design for the Upper Queen Street / Canada Street intersection that has been considered that could deliver a better safe systems outcome than what is being proposed. In response, the client and project noted that the alternate solution was preferred by all but was not possible to overall project budget constraints and the solution being proposed was fit for purpose.

7.3 Alternatives

Option one

This option represents the do-nothing option for post opening of the Karanga-a-hape Station and would see the surrounding street network returned to its former 2019 state. In 2022, AT presented a report that noted that the 2019 infrastructure beyond the new station entrances was unsafe, unsuitable and uninviting for users of the new station and the precinct more generally. The report noted that there was a window of opportunity presented by four years of construction related closures and also the impacts of Covid 19 to cement the significantly changed traffic behaviour and overall volumes in a manner that provided a better precinct form and layout when the train station eventually opens.

Option two

This option would see an enhanced pedestrian environment provided outside the two station entrances (Beresford Square and Mercury Lane). Whilst an improvement on the Do-Nothing scenario, this option would not be a holistic upgrade of the wider precinct as envisaged in the 2022 report.

Option three

This option provides for a more comprehensive redesign of the streets to the south of the Mercury Lane station entrance and significantly upgrades existing pedestrian and cycling facilities in Cross Street, East Street and Canada Street. Minor pedestrian improvements are also proposed to the western end of Beresford Square.

These new facilities will be set in a significantly upgraded urban realm setting to maximise the benefits of the specific facilities that are being delivered by Link Alliance outside the station entrances.

The surface treatments for the cycle paths through East Street have been given the pink colouring to denote that they are linkages into the Pink Path Te Ara I Whiti and also to the Karangahape Road cycle paths. Cycle paths on Upper Queen Street have been designed to in more typical green colouring.

This option has been well supported by AT, key stakeholders, and the public through the community engagement that has been undertaken around this project and is the preferred option for this location.

7.4 Local Board

The Waitematā Local Board were consulted on the proposal on 26 April 2023. Two presentations were also made to the Local Board – on 25 July 2023 and 15 August 2023 – to summarise the different design options and to present the public feedback on the project. The most recent communication with the Local Board was at a workshop on 23 April 2024, where the project team presented an update on the final detailed design that is emerging and plans for the construction programme.

7.5 Consultation

Consultation on the proposal was undertaken with the following **internal** parties:

Parking Compliance	Support
Parking Design and Solutions	Comment
Public Transport	Support
Road Safety Engineering	Support
Traffic Engineering	Comment
Design and Standards	Comment
ATOC	Comment
Road Corridor Access	Support

The wider project has been consulted with AT internal teams via the Design Review Panel (DRP) SME forum. The developed design was submitted for review between 13 December 2022 and 21 January 2023 and, more recently, the detailed design plans and supporting reports were submitted for review between 12 March 2024 and 8 April 2024. Responses were received and responded to via the design register process, with a separate Auckland Transport Operations Centre (ATOC) feedback report being responded to in late February 2024, with dialogue continuing through March 2024 to respond to matter raised to close out design matters raised.

Consultation on the proposal was undertaken with the following **external** parties:

Affected residents/property owners	yes
Affected businesses	yes
Affected community groups, schools, etc	yes
Other affected road users	yes
Public transport operators	yes
Business association	yes
Fire and ambulance services	yes
Police	yes

Pre-engagement with key stakeholders has taken place during 2021 and 2022 as the project progressed through the design stages. Early meetings were held with emergency services in August 2021 and with the Karangahape Station Community Liaison Group in October 2021. A wider round of meetings was held between August 2022 and December 2022 with Local Board members, elected members, the Mercury Lane Owners and Residents Group, George Court Body Corporate Committee and other local landlords and advocacy groups.

The wider project has been supported by an extensive public consultation exercise that was undertaken between 17 April 2023 and 26 May 2023. Physical brochures were delivered to 13,683 mailboxes and 726 postal addresses within the Karangahape neighbourhood and surrounding suburbs. The project consultation has been supported by targeted social media advertising, a project website (containing an interactive social pinpoint map) and outdoor advertising on posters and digital billboards. Three public drop-in information sessions were hosted, and the project team promoted the consultation at the Karangahape Business Association’s market.

The project team also conducted face-to-face meetings with the Waitemata Local Board, local MP, local councillor, Karangahape Business Association (KBA), Fire and Emergency New Zealand (FENZ) and Urban Search and Rescue.

During March and April 2024, the project team have attended meetings with the Community Reference Group, KBA, FENZ, St John and Link Alliance (LKA) representatives to update them on the emerging final detailed design and proposed construction programme.

The wider project external consultation exercise received 349 responses to the online survey, 391 individual comments on the Social Pinpoint site, 45 postal responses, 11 email submissions and one in-person submission. Overall sentiment to the project was positive,

with 73% of respondents stating that they strongly agreed or agreed that the proposed changes would improve the area for them personally and 76% stating that this was the case for the neighbourhood.

7.6 Analysis

Internal feedback

A wide range of design related advice was received through the DRP review process, with the design being amended where possible to respond to the points raised. The ATOC review of the wider project did not have any substantive comments that related to the signalisation of the Upper Queen Street / Canada Street intersection.

The following specific themes were raised during the internal consultation process on the detailed design and have been addressed by the project team to the satisfaction of all teams.

Parking controls

Parking Design and Solutions provided a range of design advice on the parking controls that they wish to see deployed in Beresford Square, East Street, Cross Street and Canada Street. Where the requested controls are within the scope of the project, the advice supplied has been captured within the design.

Cross Street / Upper Queen Street intersection arrangements

Design and Standards and **ATOC** noted that multiple SMEs had expressed concerns regarding the right turn from Upper Queen Street into Cross Street, noting that the intersection was too close to the Karangahape Road / Upper Queen Street intersection to be considered for signalisation. The design team noted in response that the design was returning the layout to what existed before CRL construction commenced and the direction of travel of Cross Street was reversed. The design team further confirmed that ATOC have approved this arrangement, including the neighbourhood traffic circulation arrangements.

Early termination of East Street cycle path

Traffic Engineering and **Design and Standards** both expressed concern that the design terminates the bi-directional cycleway in East Street at the South Street intersection and not at the Galatos Street intersection, as per the interim East Street interim cycleway installation. The design team confirmed that this early termination is as a direct result of external feedback from stakeholders and local businesses, who have expressed a range of concerns / complaints regarding the current arrangement. It was further noted that East Street is only one-way north of South Street and that the arrangement is no different to the current East Street cycleway - just being terminated a block earlier. The design team confirmed that ATOC and City Centre Network Operations have endorsed this design arrangement.

Local Board feedback

The Waitematā Local Board has not made a formal submission on the proposal, but they have been supportive of the intentions of the project and provided a quote for AT's media release regarding the project consultation.

External feedback

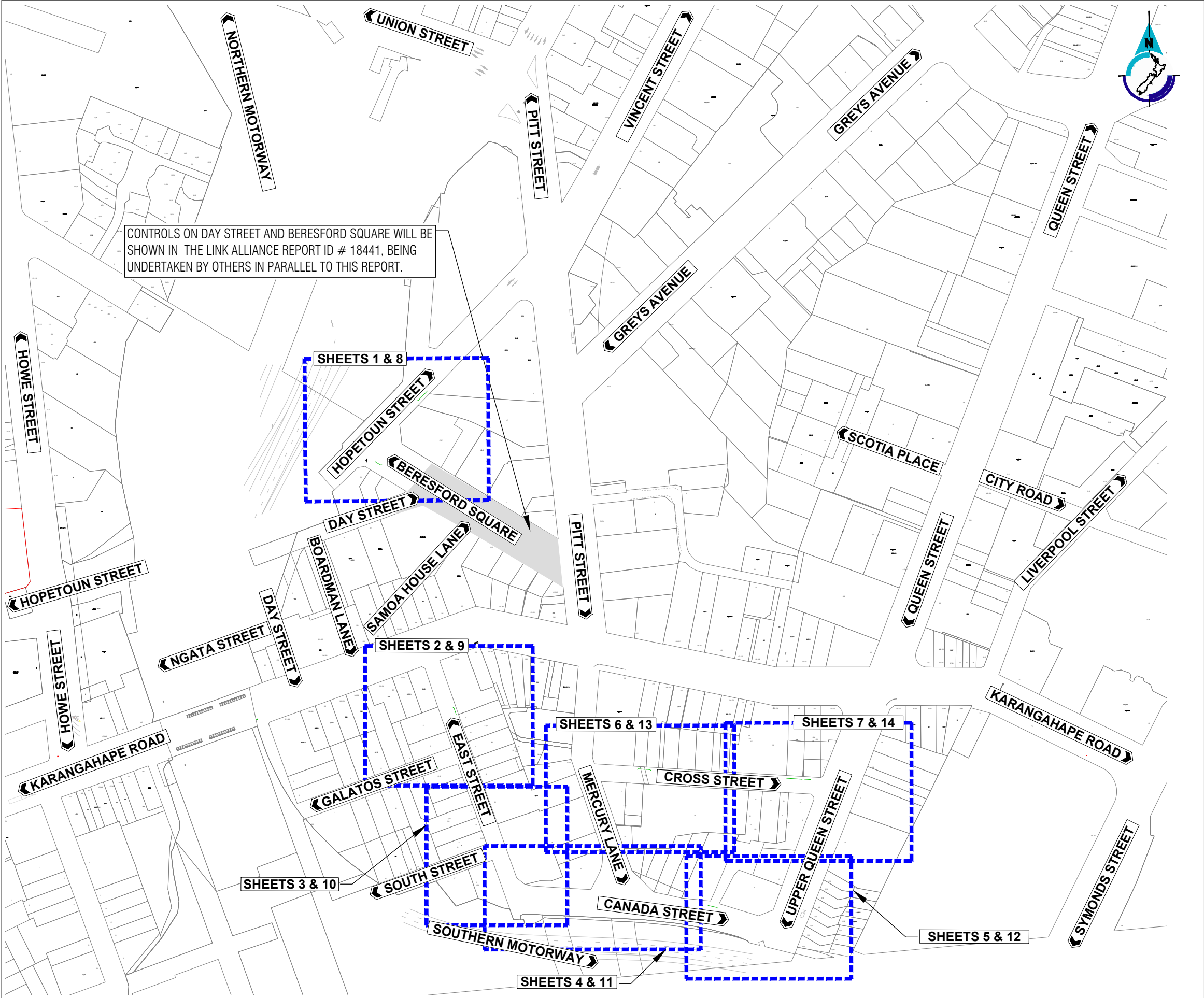
This component of the wider project is mainly focused on cycling / walking enhancements and loading / parking changes. The cycling changes were assessed as being positive for 73% of survey respondents, with the separation of walking and cycling in Canada Street being noted by several respondents as a positive addition to the area. Most of the negative sentiment expressed was from businesses on Karangahape Road and related to the perceived lack of maintenance of existing facilities.

Overall sentiment to the proposed parking and loading changes for the wider project was recorded as being at 59%. There was a clear tension in response between those that wanted to see paid parking retained and those that saw the benefit of transitioning paid parking to loading / servicing and mobility parking to support the Mercury Lane entrance to the new station. Feedback on the Canada Street cycleway was particularly divided, with local businesses advocating strongly for the separated cycleway to be terminated to the south of the South Street intersection and not to the south of the Galatos Street intersection – this requested change has been incorporated into the final design.

7.7 Close out

Internal feedback has been closed out with responses and appropriate client decisions conveyed through the DRP comments register, with this process being concluded during May 2024.

No further public or stakeholder responses have been received following the publication and distribution of the feedback report at the end of September 2023. Further information has been provided to key stakeholders during the finalisation of the detailed design for this project during March and April 2024 as noted above.



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DESIGNED BY:



PREPARED BY:



FOR:



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

RESOLUTION ID

18615

Design: NA

Survey: NA

Drawn: ND/PTM

Date: 26 July 2024

Scale: N.T.S

DWG#: PTM/WLB/18615/ND/410-423

Rev: A

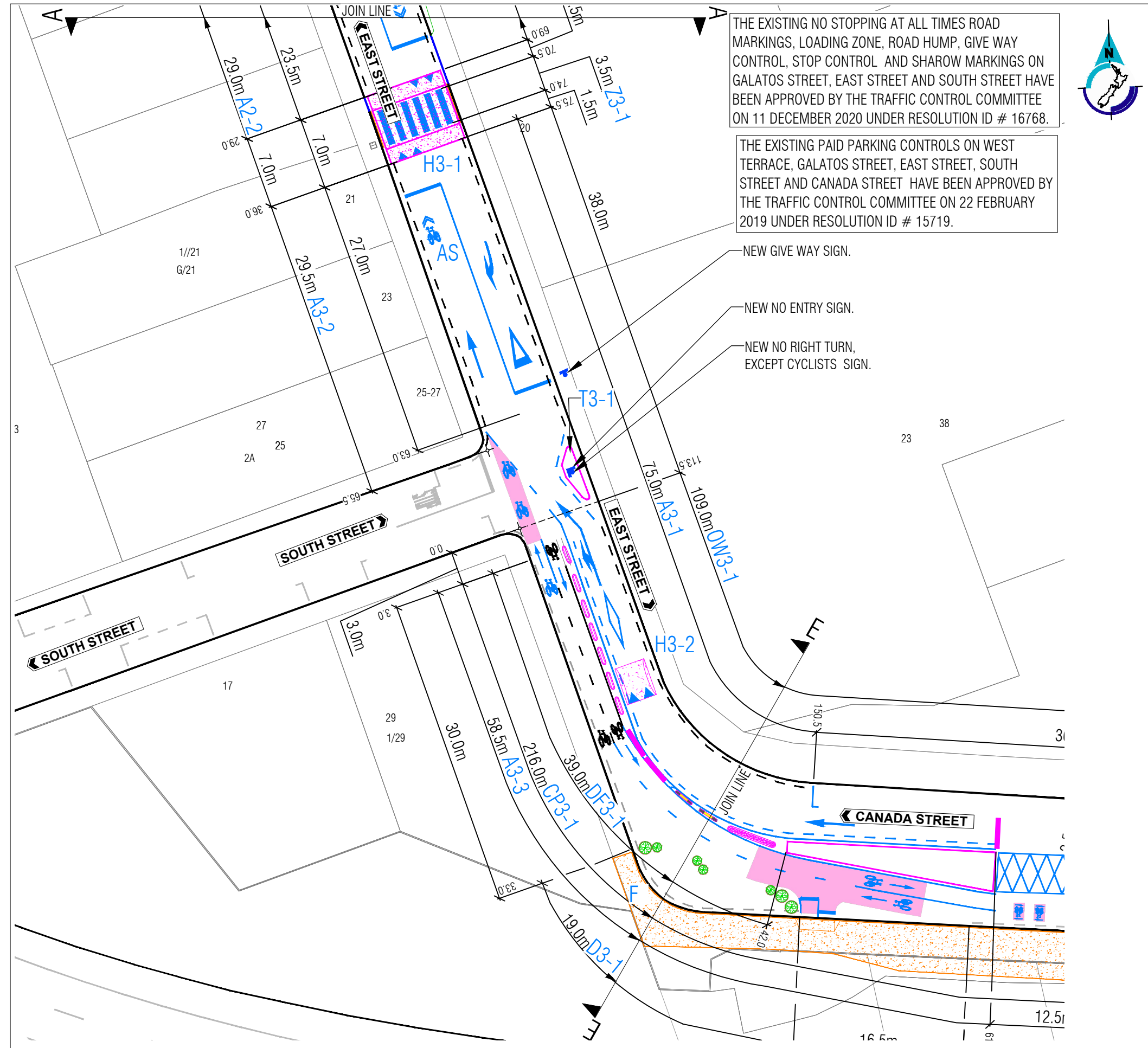
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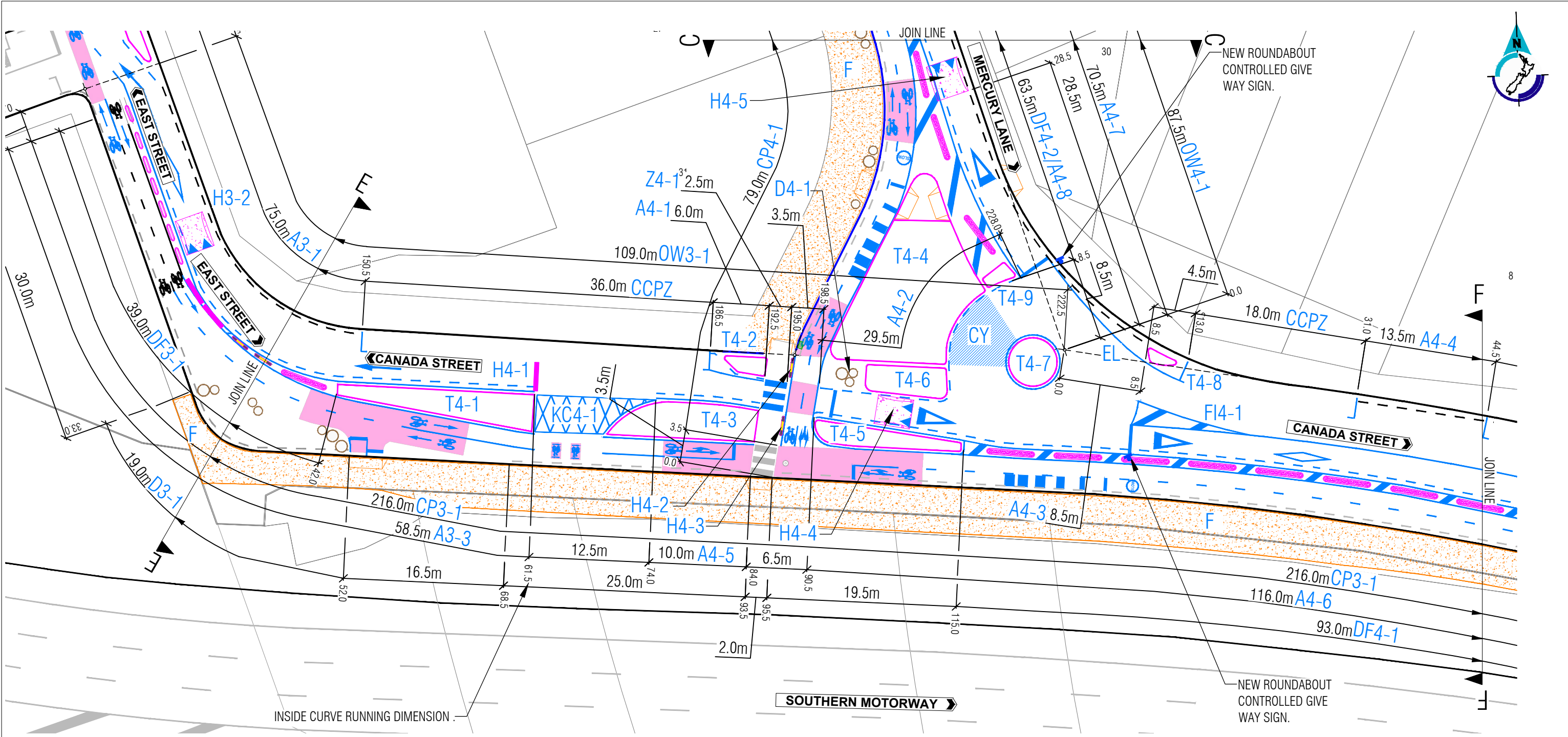
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- ## NOTES



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 - 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 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.

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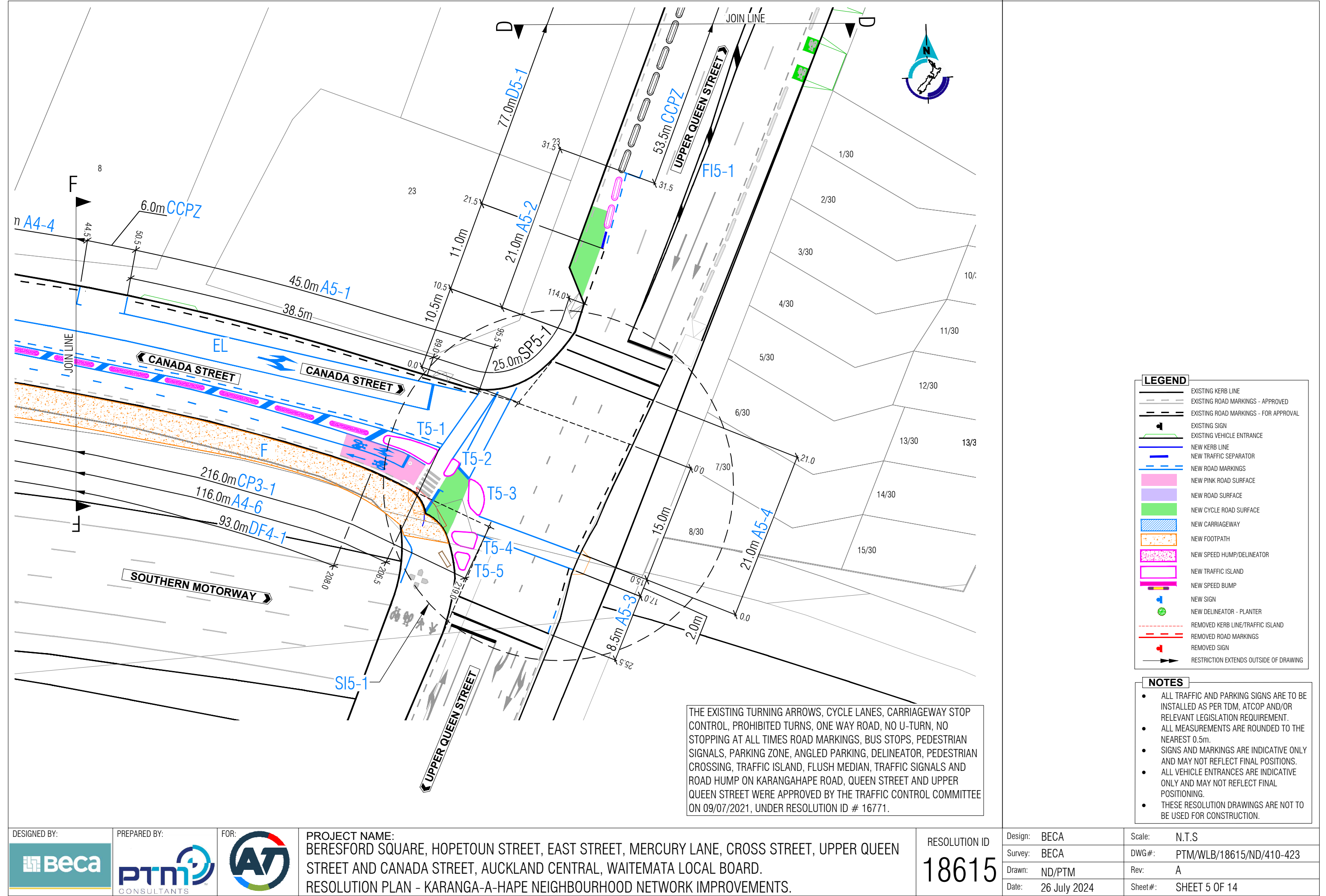
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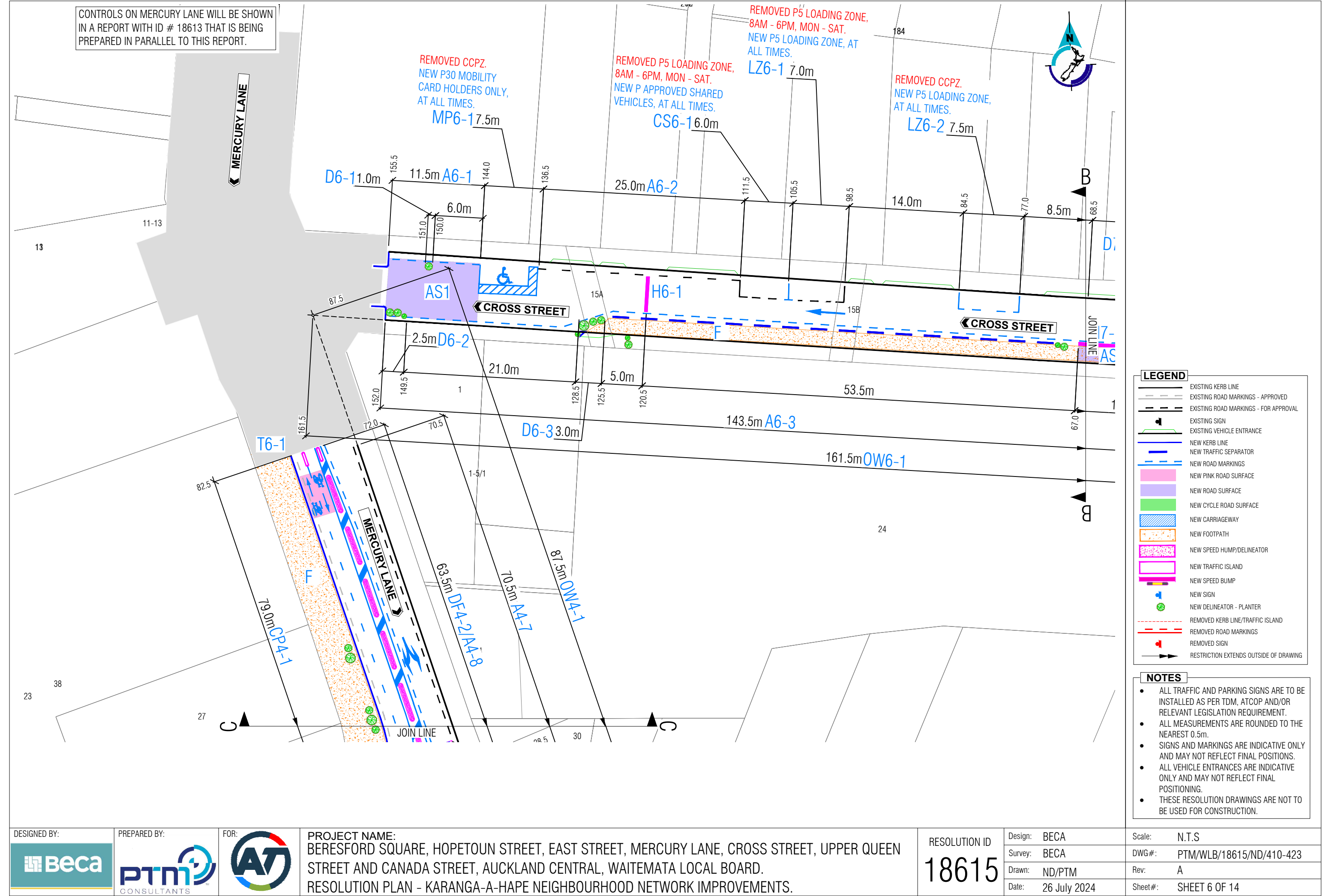
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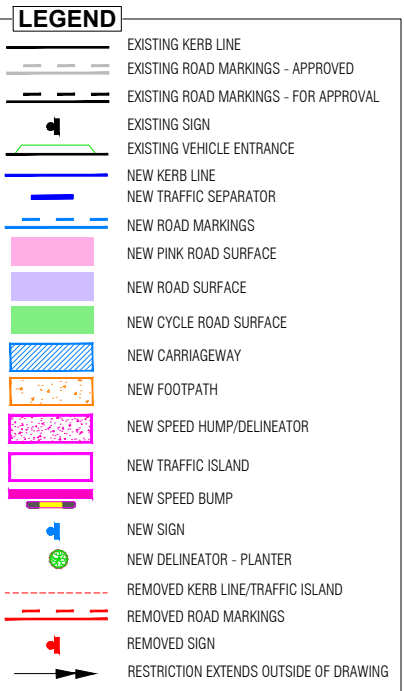
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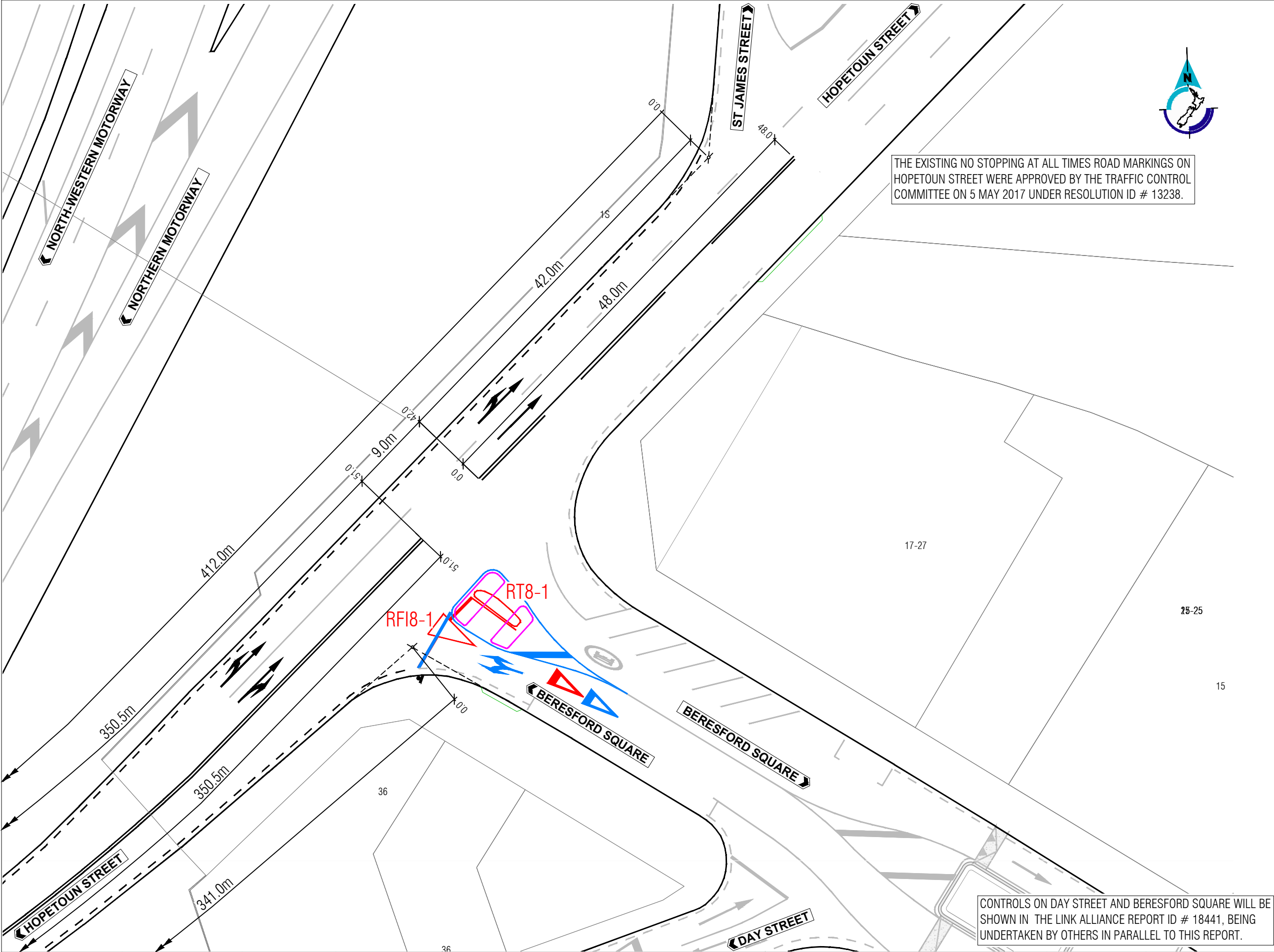






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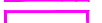










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DESIGNED BY:



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

18615

Design: BECA

Survey: BECA

Drawn: ND/PTM

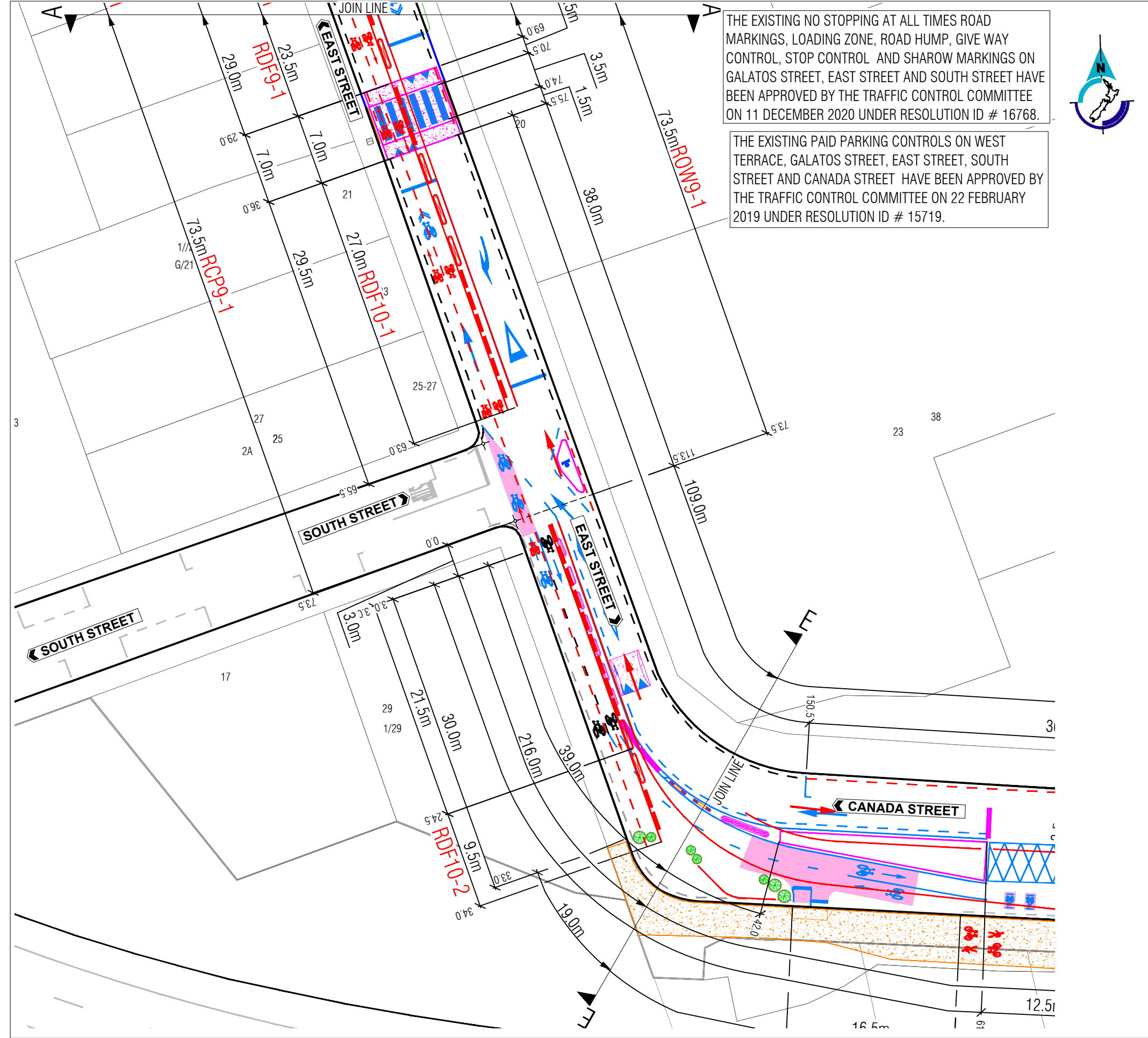
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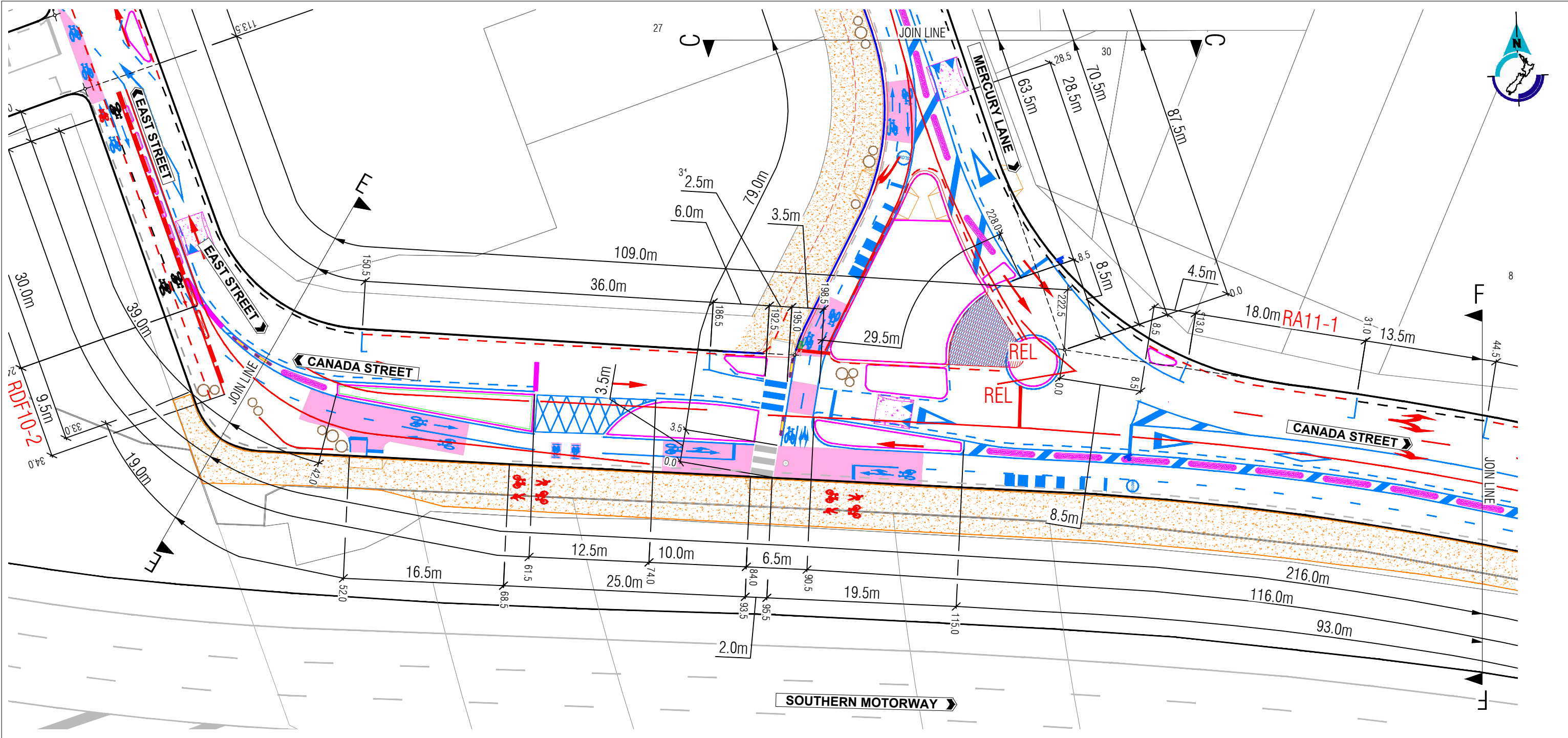
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 - ALL VEHICLE ENTRANCES ARE INDICATIVE ONLY AND MAY NOT REFLECT FINAL POSITIONING.
 - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.



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 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 HUMPS/DELINEATOR

NEW TRAFFIC ISLAND

NEW SPEED BUMP

NEW SIGN

NEW DELINEATOR - PLANTER

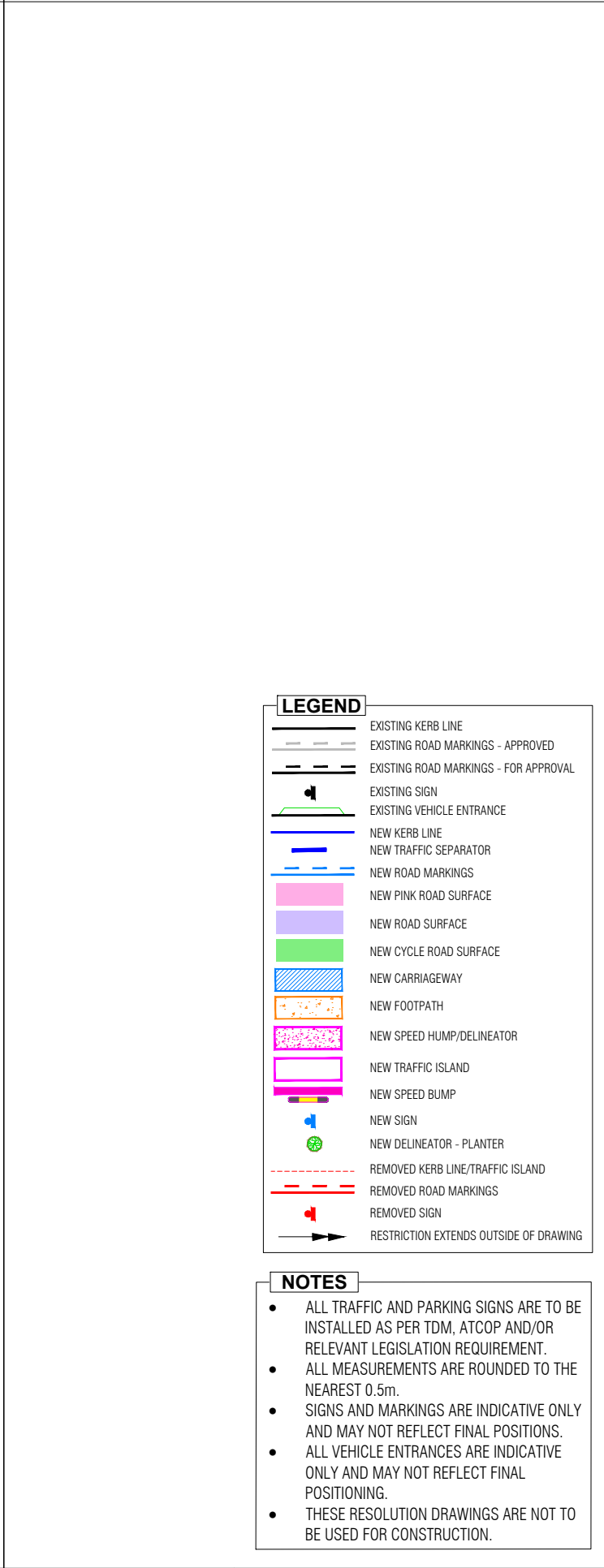
REMOVED KERB LINE/TRAFFIC ISLAND

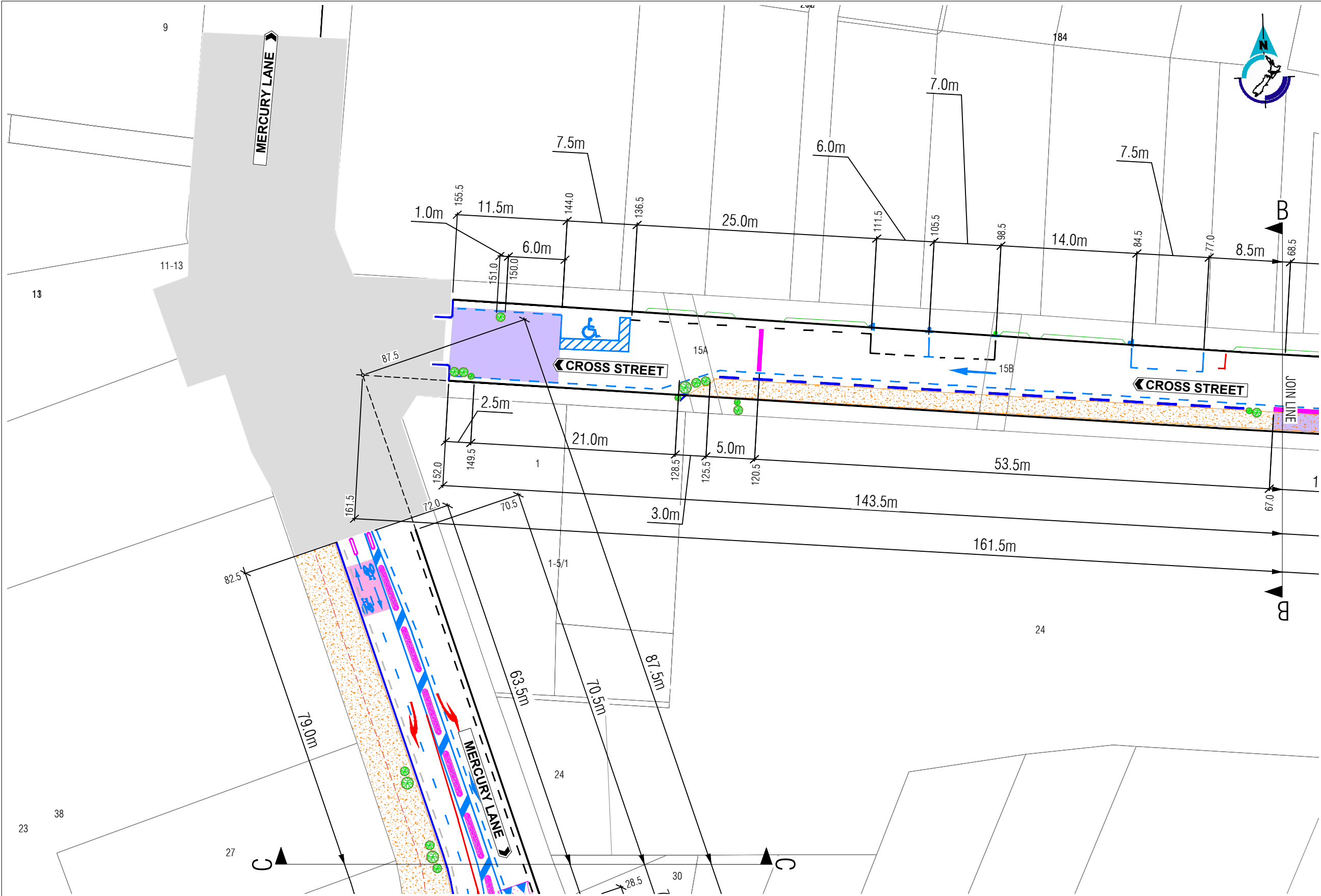
REMOVED ROAD MARKINGS

REMOVED SIGN

RESTRICTION EXTENDS OUTSIDE OF DRAWING

- NOTES**
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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 HUMPH/DELINEATOR

NEW TRAFFIC ISLAND

NEW SPEED BUMP

NEW SIGN

NEW DELINEATOR - PLANTER

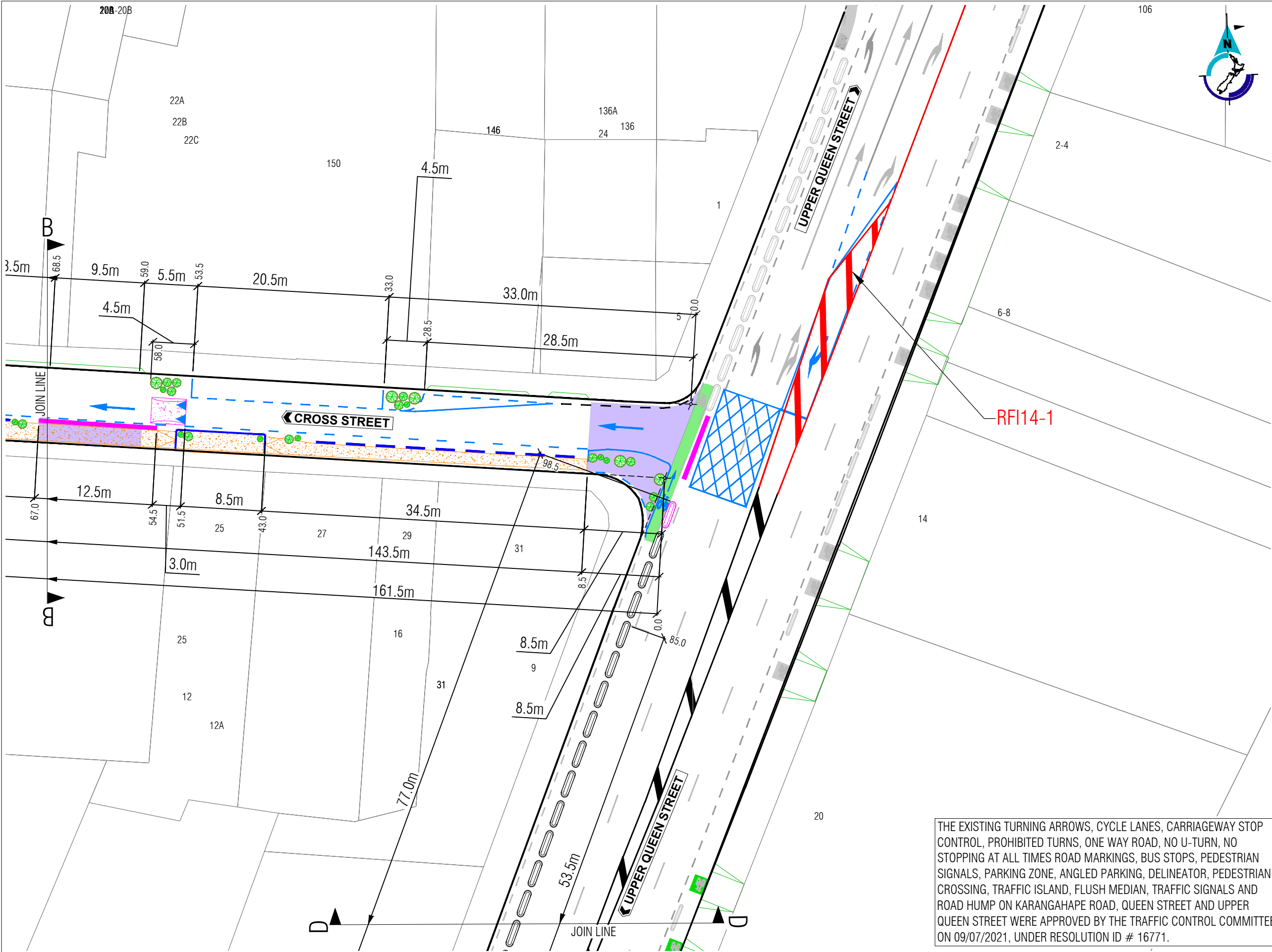
REMOVED KERB LINE/TRAFFIC ISLAND

REMOVED ROAD MARKINGS

REMOVED SIGN

RESTRICTION EXTENDS OUTSIDE OF DRAWING

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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**
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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.