



SHEET 1

SHEET 5

SHEET 2

SHEET 4

SHEET 3

SHEET 6

TAMAKI DRIVE

ATKIN AVENUE

MARAU CRESCENT

MARAU CRESCENT

PATTESON AVENUE

RONAKI ROAD

LEGEND

	PROPOSED KERBLINE / ROADMARKING
	PROPOSED ROADMARKING
	PROPOSED KERBLINE
	PROPOSED NO STOPPING LINE/ BUS STOP MARKING
	EXISTING / REMARKED NO STOPPING LINE
	EXISTING SIGN
	PROPOSED NEW SIGN
	EXISTING STREET LIGHT
	PROPOSED NEW STREETLIGHT
	PROPOSED FOOTPATH RECONSTRUCTION
	PROPOSED NEW CYCLEWAY
	PROPOSED NEW TRAFFIC ISLAND
	PROPOSED NEW HIGH FRICTION SURACING
	PROPOSED NEW SPEED CALMING DEVICES
	PROPOSED NEW CYCLE ISLAND SEPARATOR

NOTE:

- MAIN CHANGES FOLLOWING CONSULTATION FEEDBACK
- ON-ROAD CYCLEWAY WAS THE PREFERRED OPTION FOLLOWING CONSULTATION FEEDBACK

200mm DO NOT SCALE - IF IN DOUBT, ASK

150

100

90

80

70

60

50

40

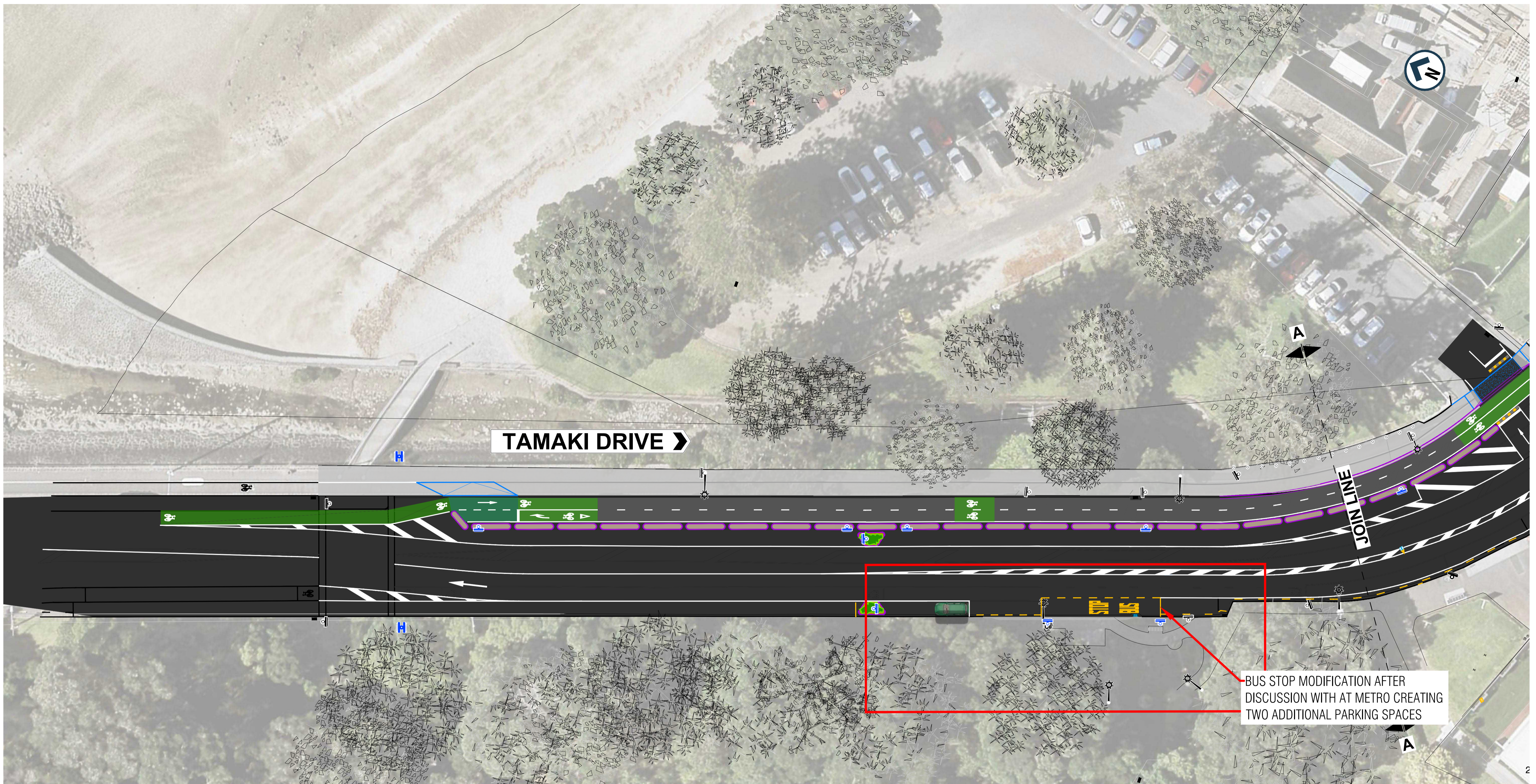
30

20

10

0

ORIGINAL SIZE A1



55

- NOTE:**
- MAIN CHANGES FOLLOWING CONSULTATION FEEDBACK
 - ON-ROAD CYCLEWAY WAS THE PREFERRED OPTION FOLLOWING CONSULTATION FEEDBACK

LEGEND

- PROPOSED KERBLINE / ROADMARKING
- PROPOSED ROADMARKING
- PROPOSED KERBLINE
- PROPOSED NO STOPPING LINE
- EXISTING / REMARKED NO STOPPING LINE
- EXISTING SIGN
- PROPOSED SIGN
- EXISTING STREET LIGHT
- PROPOSED LIGHT
- PROPOSED FOOTPATH RECONSTRUCTION
- PROPOSED CYCLE LANE
- PROPOSED TRAFFIC ISLAND
- PROPOSED HIGH FRICTION SURACING
- PROPOSED SPEED CALMING DEVICES
- PROPOSED NEW CYCLE ISLAND SEPERATOR



AUCKLAND TRANSPORT
MISSION BAY TOWN CENTRE SPEED
MANAGEMENT
OPTION B (PREFERRED OPTION) -
SHEET 1

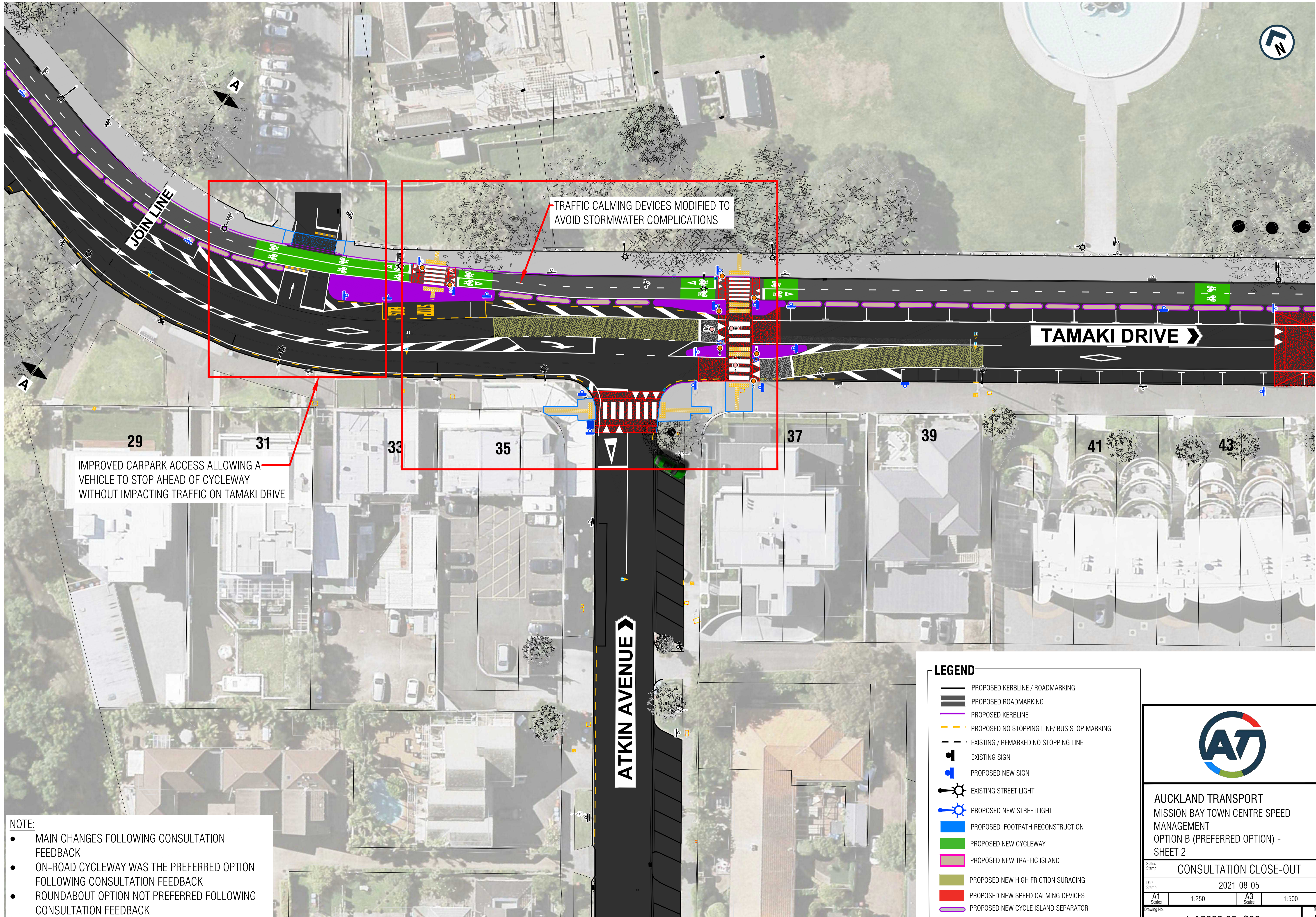
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Date Stamp: 2021-07-12

A1	1:250	A3	1:500
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Drawing No.	1-A8229.00_C31	Rev.	B
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200mm DO NOT SCALE - IF IN DOUBT, ASK
150
100
90
80
70
60
50
40
30
20
10
0
ORIGINAL SIZE A1



NOTE:

- MAIN CHANGES FOLLOWING CONSULTATION FEEDBACK
- ON-ROAD CYCLEWAY WAS THE PREFERRED OPTION FOLLOWING CONSULTATION FEEDBACK
- ROUNDABOUT OPTION NOT PREFERRED FOLLOWING CONSULTATION FEEDBACK

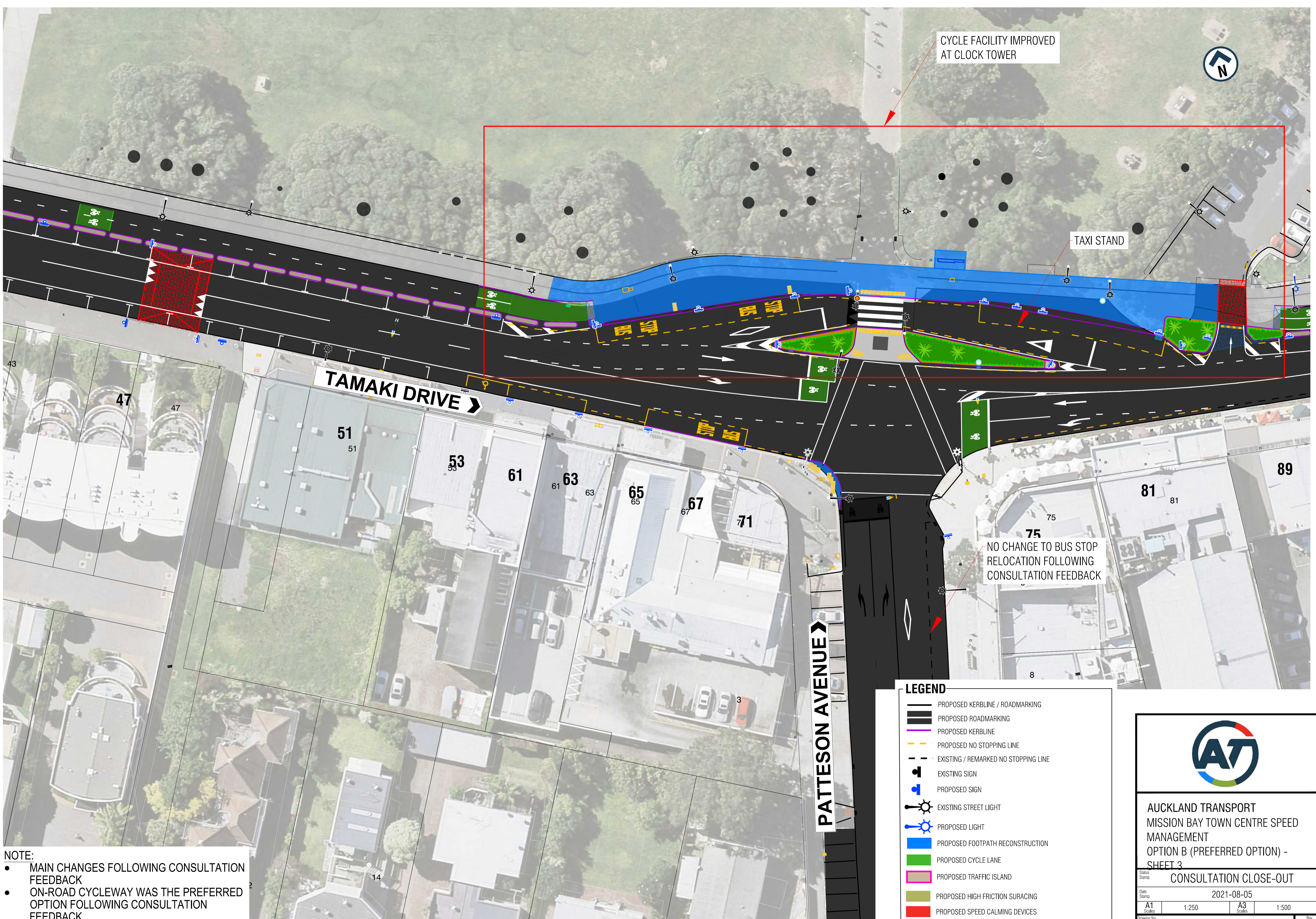
LEGEND	
	PROPOSED KERBLINE / ROADMARKING
	PROPOSED ROADMARKING
	PROPOSED KERBLINE
	PROPOSED NO STOPPING LINE / BUS STOP MARKING
	EXISTING / REMARKD NO STOPPING LINE
	EXISTING SIGN
	PROPOSED NEW SIGN
	EXISTING STREET LIGHT
	PROPOSED NEW STREETLIGHT
	PROPOSED FOOTPATH RECONSTRUCTION
	PROPOSED NEW CYCLEWAY
	PROPOSED NEW TRAFFIC ISLAND
	PROPOSED NEW HIGH FRICTION SURACING
	PROPOSED NEW SPEED CALMING DEVICES
	PROPOSED NEW CYCLE ISLAND SEPARATOR



AUCKLAND TRANSPORT
MISSION BAY TOWN CENTRE SPEED
MANAGEMENT
OPTION B (PREFERRED OPTION) -
SHEET 2

Status Stamp	CONSULTATION CLOSE-OUT			
Date Stamp	2021-08-05			
A1 Scale	1:250	A3 Scale	1:500	
Drawing No.	1-A8229.00_C32		Rev.	B

200mm DO NOT SCALE - IF IN DOUBT, ASK
150
100
90
80
70
60
50
40
30
20
10
0
ORIGINAL SIZE A1




NOTE:

- MAIN CHANGES FOLLOWING CONSULTATION FEEDBACK
- ON-ROAD CYCLEWAY WAS THE PREFERRED OPTION FOLLOWING CONSULTATION FEEDBACK

LEGEND

	PROPOSED KERBLINE / ROADMARKING
	PROPOSED ROADMARKING
	PROPOSED KERBLINE
	PROPOSED NO STOPPING LINE
	EXISTING / REMARKD NO STOPPING LINE
	EXISTING SIGN
	PROPOSED SIGN
	EXISTING STREET LIGHT
	PROPOSED LIGHT
	PROPOSED FOOTPATH RECONSTRUCTION
	PROPOSED CYCLE LANE
	PROPOSED TRAFFIC ISLAND
	PROPOSED HIGH FRICTION SURACING
	PROPOSED SPEED CALMING DEVICES
	PROPOSED NEW CYCLE ISLAND SEPARATOR

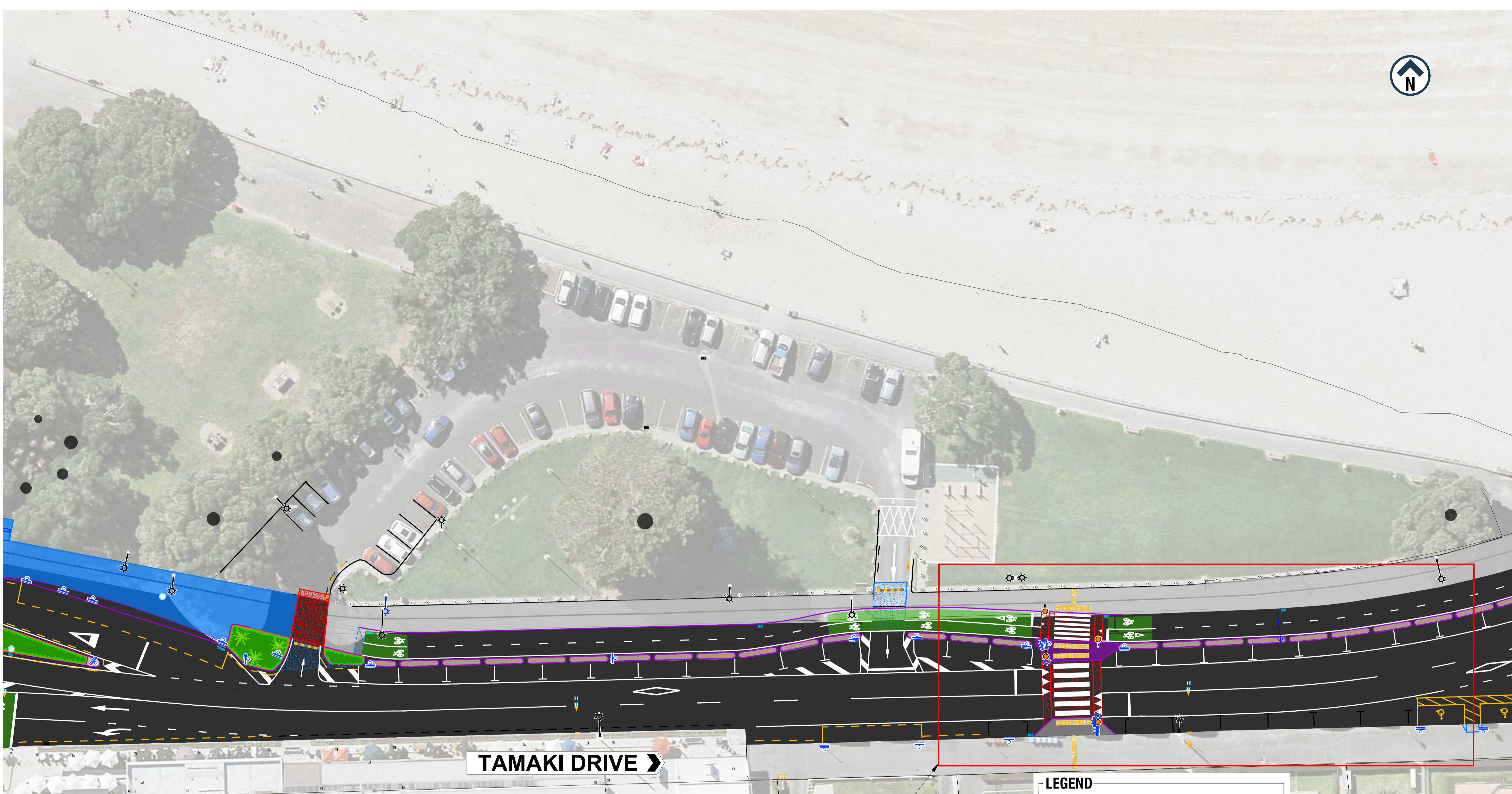


AUCKLAND TRANSPORT
MISSION BAY TOWN CENTRE SPEED
MANAGEMENT
OPTION B (PREFERRED OPTION) -
SHEET 3

Status Stamp	CONSULTATION CLOSE-OUT			
Date Stamp	2021-08-05			
A1 Scales	1:250	A3 Scales	1:500	
Drawing No.	1-A8229.00_C33		Rev.	B



200mm
150
100
90
80
70
60
50
40
30
20
10
0
ORIGINAL SIZE A1



TAMAKI DRIVE ➔

NOTE:

- MAIN CHANGES FOLLOWING CONSULTATION FEEDBACK
- ON-ROAD CYCLEWAY WAS THE PREFERRED OPTION FOLLOWING CONSULTATION FEEDBACK

SHARED CYCLE PATH AND CYCLE CROSSING REMOVED FOLLOWING CONSULTATION FEEDBACK

LEGEND

- PROPOSED KERBLINE / ROADMARKING
- PROPOSED ROADMARKING
- PROPOSED KERBLINE
- - - PROPOSED NO STOPPING LINE
- - - EXISTING / REMARKED NO STOPPING LINE
- ⊙ EXISTING SIGN
- ⊙ PROPOSED SIGN
- ☀ EXISTING STREET LIGHT
- ☀ PROPOSED LIGHT
- PROPOSED FOOTPATH RECONSTRUCTION
- PROPOSED CYCLE LANE
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AUCKLAND TRANSPORT
MISSION BAY TOWN CENTRE SPEED
MANAGEMENT
OPTION B (PREFERRED OPTION) -
SHEET 4

CONSULTATION CLOSE-OUT

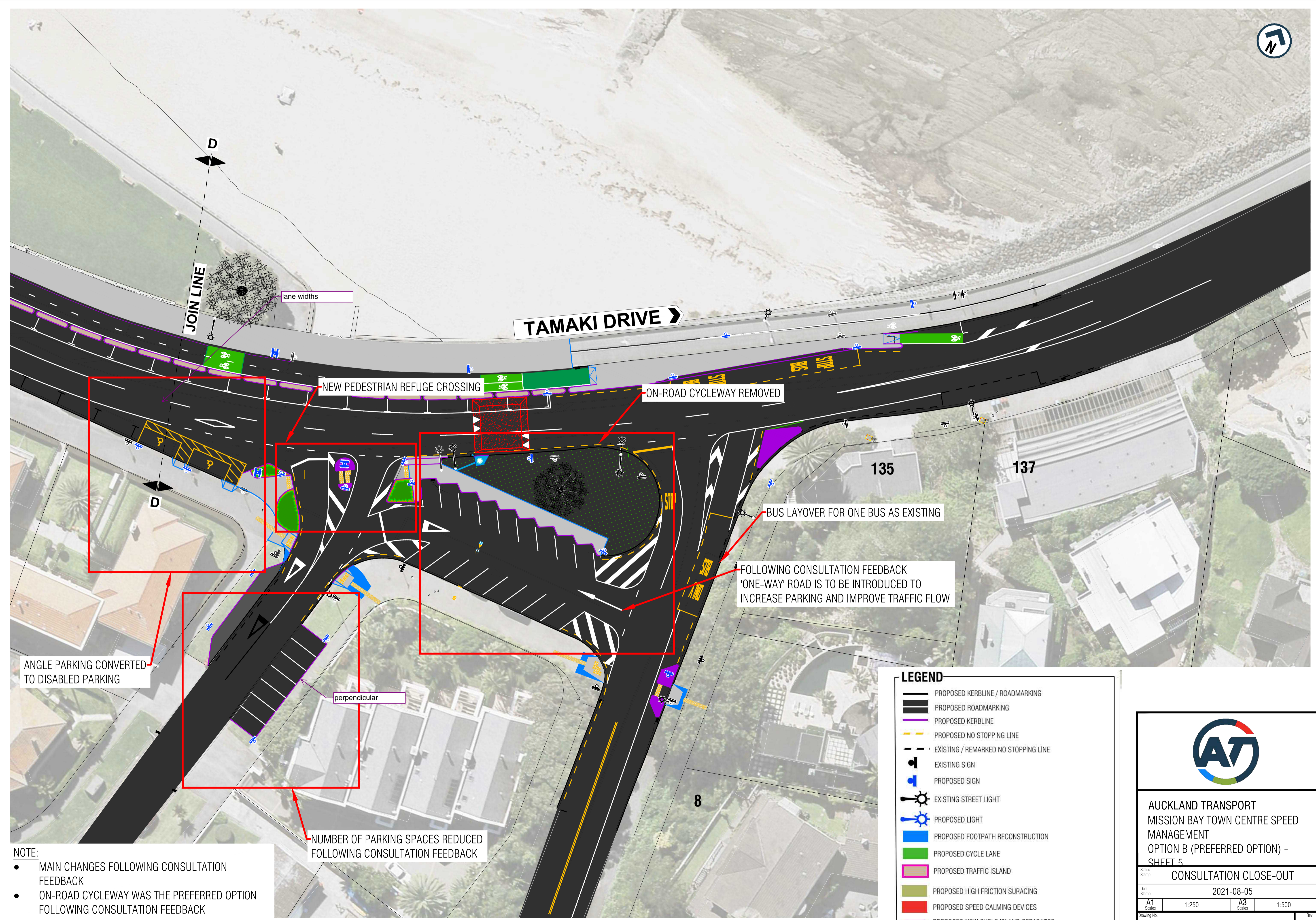
Date Stamp	2021-08-05
A1 Scale	1:250
A3 Scale	1:500

Drawing No. 1-A8229.00_C34

B



ORIGINAL SIZE A1
200mm DO NOT SCALE - IF IN DOUBT, ASK
150
100
90
80
70
60
50
40
30
20
10
0



TAMAKI DRIVE

JOIN LINE

lane widths

NEW PEDESTRIAN REFUGE CROSSING

ON-ROAD CYCLEWAY REMOVED

BUS LAYOVER FOR ONE BUS AS EXISTING

FOLLOWING CONSULTATION FEEDBACK
'ONE-WAY' ROAD IS TO BE INTRODUCED TO
INCREASE PARKING AND IMPROVE TRAFFIC FLOW

ANGLE PARKING CONVERTED
TO DISABLED PARKING

perpendicular

NUMBER OF PARKING SPACES REDUCED
FOLLOWING CONSULTATION FEEDBACK

- NOTE:
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LEGEND

- PROPOSED KERBLINE / ROADMARKING
- PROPOSED ROADMARKING
- PROPOSED KERBLINE
- - - PROPOSED NO STOPPING LINE
- - - EXISTING / REMARKED NO STOPPING LINE
- ⊙ EXISTING SIGN
- ⊙ PROPOSED SIGN
- ⊙ EXISTING STREET LIGHT
- ⊙ PROPOSED LIGHT
- PROPOSED FOOTPATH RECONSTRUCTION
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AUCKLAND TRANSPORT
MISSION BAY TOWN CENTRE SPEED
MANAGEMENT
OPTION B (PREFERRED OPTION) -
SHEET 5

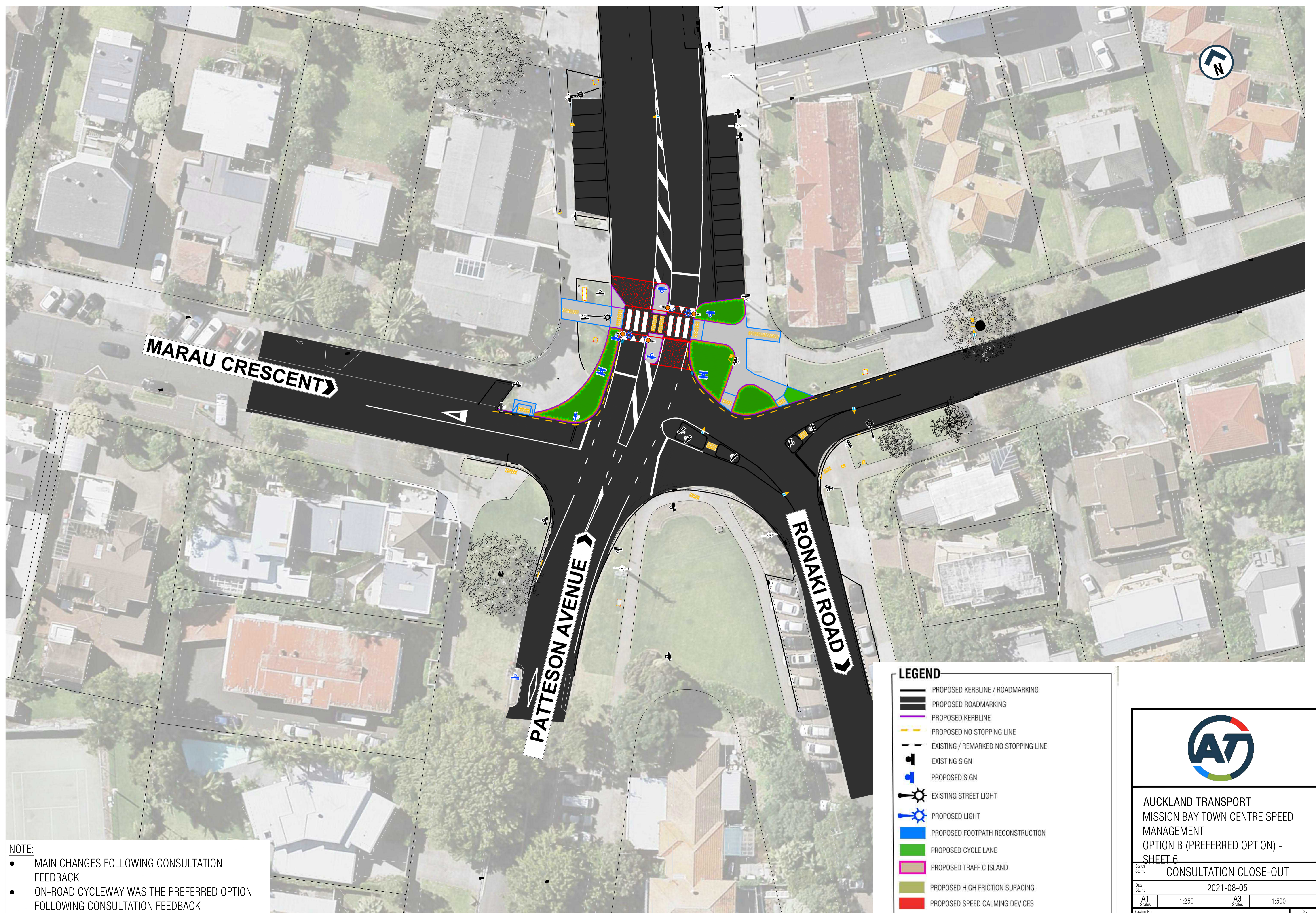
CONSULTATION CLOSE-OUT

Date Stamp: 2021-08-05

A1 Scale: 1:250 A3 Scale: 1:500

Drawing No. 1-A8229.00_C35 Rev. B


200mm DO NOT SCALE - IF IN DOUBT, ASK
150
100
90
80
70
60
50
40
30
20
10
0
ORIGINAL SIZE A1



- NOTE:**
- MAIN CHANGES FOLLOWING CONSULTATION FEEDBACK
 - ON-ROAD CYCLEWAY WAS THE PREFERRED OPTION FOLLOWING CONSULTATION FEEDBACK

LEGEND

	PROPOSED KERLINE / ROADMARKING
	PROPOSED ROADMARKING
	PROPOSED KERLINE
	PROPOSED NO STOPPING LINE
	EXISTING / REMARKED NO STOPPING LINE
	EXISTING SIGN
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AUCKLAND TRANSPORT
MISSION BAY TOWN CENTRE SPEED
MANAGEMENT
OPTION B (PREFERRED OPTION) -
SHEET 6

Date Stamp	2021-08-05		
A1 Scale	1:250	A3 Scale	1:500
Drawing No.	1-A8229.00_C36		Rev.
			B