

Infrastructure, Transport and Environment Committee OPEN MINUTES

Date: Wednesday 7 March 2018
Time: 1.02pm
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson	Councillor Pauline Cotter
Deputy Chairperson	Councillor Mike Davidson
Members	Councillor Vicki Buck
	Councillor Phil Clearwater
	Councillor Anne Galloway
	Councillor Aaron Keown
	Councillor Sara Templeton

8 March 2018

Principal Advisor

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- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
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The agenda was dealt with in the following order.

1. Apologies

Part C

There were no apologies.

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Committee Resolved ITEC/2018/00013

Committee Decision

That the Open and Public Excluded minutes of the Infrastructure, Transport and Environment Committee meeting held on Monday, 12 February 2018 be confirmed.

Councillor Clearwater/Councillor Galloway

Carried

4. Public Forum

Part B

- 4.1** Scott Babington, Chair of the Christchurch Coastal Pathway provided an updated on the Coastal Pathway.

That Committee requested for staff to provide a summary report on the Coastal Pathway.

5. Deputations by Appointment

Part B

5.1 Judy McKay

Judy McKay will spoke regarding Item 7 – Norwest Arc MCR section 1 (Cashmere Road to University) recommended option report.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

7. Norwest Arc MCR Section 1 (Cashmere Road to University) Recommended Option Report

Committee Comment

1. The Committee received a Joint Memorandum, dated 16 February 2018, from the Halswell-Hornby-Riccarton Community Board and Spreydon-Cashmere Community Board.
2. Mike Mora, Chair of the Halswell-Hornby-Riccarton Community Board and Melanie Coker, Deputy Chair of the Spreydon-Cashmere Community Board joined the table to present their Board's feedback on the Norwest Arc proposed route and scheme.
3. The Committee resolved the staff recommendations and also included a note regarding the final form of the Smartlea Street bridge.

Staff Recommendations

That the Infrastructure, Transport and Environment Committee:

1. Approve the Norwest Arc (Cashmere to University section) route and scheme for detailed design and construction as shown in the Norwest Arc Drawings in Attachment C.
2. Approve the removal of the identified trees to allow implementation of the proposed scheme.
3. Approve the purchase of the Canterbury District Health Board (CDHB) land necessary to construct the proposed cycleway.
4. Recommend that the detailed traffic resolutions required for the implementation of the route are brought back to the relevant Committee for approval at the end of the detailed design phase.

Committee Resolved ITEC/2018/00014

Part C

That the Infrastructure, Transport and Environment Committee:

1. Approve the Norwest Arc (Cashmere to University section) route and scheme for detailed design and construction as shown in the Norwest Arc Drawings in Attachment C.
2. Approve the removal of the identified trees to allow implementation of the proposed scheme.
4. Recommend that the detailed traffic resolutions required for the implementation of the route are brought back to the relevant Committee for approval at the end of the detailed design phase.
5. Notes that the final form of the Smartlea Street bridge, which currently has 30 years life left, is yet to be confirmed and any changes need to take into consideration the flood remediation works on the Heathcote River. This may result in a decision to retain the existing bridge.

Councillor Clearwater/Councillor Davidson

Carried

Committee Resolved ITEC/2018/00015

Councillor Keown declared an interest in Resolution 3 of this Item and took no part in the discussion and voting on the matter.

3. Approve the purchase of the Canterbury District Health Board (CDHB) land necessary to construct the proposed cycleway.

Councillor Clearwater/Councillor Davidson

Carried

8. Quarrymans Trail MCR (Moorhouse to Victors) Traffic Resolutions

Committee Comment

1. The Committee resolved the staff recommendations without change.

Committee Resolved ITEC/2018/00016

Part C

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the attachments to this report.
2. Resolve the detailed traffic resolutions for the Quarryman's Trail Major Cycleway Route as detailed in the **Attachment A** of the minutes.
 - a. Make the following resolutions relying on its powers under Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974.
 - b. For the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of kerbs on each intersecting roadway ; and (2) The resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report; and (3) If the resolution states "Note 1 applies", any distance specified in the resolution relates the kerb line location referenced as exists on the road immediately prior to the Committee meeting of 14 December 2016; and (4) If the resolution states "Note 2 applies", any distance specified in the resolution relates the approved kerb line location on the on the road resulting from the Committee resolutions on the Quarryman's Major Cycleway at the Committee meeting of 14 December 2016.
3. Existing Antigua Street - Moorhouse Avenue to Brougham Street - Traffic Controls
 - a. Approve that all traffic controls on Antigua Street from its intersection with Moorhouse Avenue to its intersection with Brougham Street be revoked. Note 2 applies.
4. New Antigua Street - Moorhouse Avenue to Brougham Street - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Antigua Street from its intersection with Moorhouse Avenue to its intersection with Brougham Street, as detailed in Attachment A.
 - b. Approve that a special vehicle lane for the use of southbound bicycles only, be established on the eastern side of Antigua Street against the kerb, commencing at its intersection with Moorhouse Avenue and extending in a southerly direction to its intersection with Brougham Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
 - c. Approve that a special vehicle lane for the use of northbound bicycles only, be established on the western side of Antigua Street against the kerb, commencing at its intersection with Brougham Street and extending in a northerly direction to its intersection with Moorhouse Avenue. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
5. Existing intersection - Antigua Street / Hazeldean Road - Traffic Controls

- a. Approve that all traffic controls at the intersection of Antigua Street and Hazeldean Road be revoked.
6. New intersection - Antigua Street / Hazeldean Road - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Antigua Street and Hazeldean Road, as detailed in Attachment A.
 - b. Approve that a Stop control be placed against Hazeldean Road at its intersection with the western side of Antigua Street, as detailed in Attachment A.
 - c. Approve that a Stop control be placed against Hazeldean Road at its intersection with the eastern side of Antigua Street, as detailed in Attachment A.
 - d. Approve that the right turn movement from the western approach on Hazeldean Road into the southern approach on Antigua Street be prohibited.
 - e. Approve that the right turn movement from the eastern approach on Hazeldean Road into the northern approach on Antigua Street be prohibited.
 - f. Approve that the straight through movement from the eastern approach on Hazeldean Road into the western approach on Hazeldean Road be prohibited.
 - g. Approve that the straight through movement from the western approach on Hazeldean Road into the eastern approach on Hazeldean Road be prohibited.
 - h. Approve that the right turn movement from the northern approach on Antigua Street into the western approach on Hazeldean Road be prohibited.
 - i. Approve that the right turn movement from the southern approach on Antigua Street into the eastern approach on Hazeldean Road be prohibited.
7. Existing Antigua Street - Moorhouse Avenue to Brougham Street - Parking and Stopping Restrictions
 - a. Approve that all parking and stopping restrictions on both sides of Antigua Street from its intersection with Moorhouse Avenue to its intersection with Brougham Street be revoked
8. New Antigua Street West- Moorhouse Avenue to Hazeldean Road - Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 7 m south of its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 90 m. The restriction is to apply at any time. This stopping restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 7 m south of its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 90 m. The restriction is to apply at any time. This stopping restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
9. New Antigua Street East- Moorhouse Avenue to Hazeldean Road - Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 3 m south of its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 15 m. The restriction is to apply at any time. Note 1 applies.

- b. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 18 m south of its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 75 m. The restriction is to apply at any time. This stopping restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 93 m south of its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 18 m. The restriction is to apply at any time. Note 1 applies.

10. Existing Hazeldean Road Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on both sides of Hazeldean Road from a point 20 m west of its intersection with Antigua Street to a point 28 m east of its intersection with Antigua Street be revoked. Note 1 applies.

11. New Hazeldean Road Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the south side of Hazeldean Road commencing at its intersection with Antigua Street, and extending in a westerly direction for a distance of 10 m. The restriction is to apply at any time. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the north side of Hazeldean Road commencing at its intersection with Antigua Street, and extending in a westerly direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.
- c. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Hazeldean Road commencing at a distance 17 m east of its intersection with Antigua Street, and extending in an easterly direction for a distance of 11 m. The restriction is to apply at any time. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the north side of Hazeldean Road commencing at its intersection with Antigua Street, and extending in an easterly direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.
- e. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Hazeldean Road commencing at a distance 12 m east of its intersection with Antigua Street, and extending in an easterly direction for a distance of 10 m. The restriction is to apply at any time. Note 2 applies.
- f. Approve that the stopping of vehicles be prohibited on the south side of Hazeldean Road commencing at its intersection with Antigua Street, and extending in an easterly direction for a distance of 12 m. The restriction is to apply at any time. Note 2 applies.

12. New Antigua Street West - Hazeldean Road to Disraeli Street - Parking and Stopping restrictions

- a. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at its intersection with Hazeldean Road, and extending in a southerly direction for a distance of 11 m. The restriction is to apply at any time. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 11 m south of its intersection with Hazeldean Road, and extending in a southerly direction for a distance of 8 m. The restriction is to apply at any time. This stopping restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- c. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Antigua Street commencing at a distance 19 m south of its intersection with Hazeldean Road, and extending in a southerly direction for a distance of 16 m. The

restriction is to apply at any time. This stopping restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.

- d. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 35 m south of its intersection with Hazeldean Road, and extending in a southerly direction for a distance of 12 m. The restriction is to apply at any time. This stopping restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- e. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 47 m south of its intersection with Hazeldean Road, and extending in a southerly direction for a distance of 10 m. The restriction is to apply Monday to Friday between the hours of 10 am and 3 pm. This stopping restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- f. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 57 m south of its intersection with Hazeldean Road, and extending in a southerly direction for a distance of 30 m. The restriction is to apply at any time. This stopping restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- g. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 87 m south of its intersection with Hazeldean Road, and extending in a southerly direction to the intersection of Disraeli Street. The restriction is to apply at any time. Note 2 applies.

13. New Antigua Street East - Hazeldean Road to Disraeli Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at its intersection with Hazeldean Road, and extending in a southerly direction for a distance of 6 m. The restriction is to apply at any time. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 6 m south of its intersection with Hazeldean Road, and extending in a southerly direction to the intersection of Disraeli Street. The restriction is to apply at any time. This stopping restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 108 m south of its intersection with Hazeldean Road, and extending in a southerly direction to the intersection of Disraeli Street. The restriction is to apply at any time. This stopping restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.

14. Existing intersection - Antigua Street / Disraeli Street - Traffic Controls

- a. Approve that all traffic controls at the intersection of Antigua Street and Disraeli Street be revoked.

15. New intersection - Antigua Street / Disraeli Street - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes and road surface changes at the intersection of Antigua Street and Disraeli Street, as detailed in Attachment A.
- b. Approve that the intersection of Antigua Street and Disraeli Street be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A.

- c. Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the northern side of Disraeli Street against the kerb, commencing at a point 16 m west of its intersection with Antigua Street and extending in an easterly direction for 10 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
- d. Approve that a special vehicle lane for the use of east bound bicycles only, be established on the northern side of Disraeli Street against the kerb, commencing at a point 6 m east of its intersection with Antigua Street and extending in an easterly direction for 10 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
- e. Approve that a special vehicle lane for the use of west bound bicycles only, be established on the southern side of Disraeli Street against the kerb, commencing at a point 16 m east of its intersection with Antigua Street and extending in a westerly direction for 10 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
- f. Approve that a special vehicle lane for the use of westbound bicycles only, be established on the southern side of Disraeli Street against the kerb, commencing at a point 6 m west of its intersection with Antigua Street and extending in a westerly direction for 10 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.

16. Existing Disraeli Street Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on both sides of Disraeli Street from a point 18 m west of its intersection with Antigua Street to a point 22 m east of its intersection with Antigua Street be revoked. Note 1 applies.

17. New Disraeli Street Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the north side of Disraeli Street commencing at its intersection with Antigua Street, and extending in a westerly direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the south side of Disraeli Street commencing at its intersection with Antigua Street, and extending in a westerly direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the north side of Disraeli Street commencing at its intersection with Antigua Street, and extending in an easterly direction for a distance of 22 m. The restriction is to apply at any time. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the south side of Disraeli Street commencing at its intersection with Antigua Street, and extending in an easterly direction for a distance of 22 m. The restriction is to apply at any time. Note 2 applies.

18. New Antigua Street West - Disraeli Street to Fairfield Avenue - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 9 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 48 m. The restriction is to apply at any time. This stopping restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- b. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 57 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 6 m. The restriction is to apply Monday to Friday between the hours of 10 am to 3 pm. This

- stopping restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 63 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 11 m. The restriction is to apply at any time. This stopping restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - d. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 74 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 6 m. The restriction is to apply Monday to Friday between the hours of 10 am to 3 pm. This stopping restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - e. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 80 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 5 m. The restriction is to apply at any time. This stopping restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - f. Approve that a bus stop be installed on the west side of Antigua Street commencing at a distance 85 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 14 m. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - g. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 99 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 8 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - h. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 107m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 10 m. The restriction is to apply Monday to Friday between the hours of 10 am to 3 pm. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - i. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 117 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 17 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - j. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 134 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 10 m. The restriction is to apply Monday to Friday between the hours of 10 am to 3 pm. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - k. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 134 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 10 m. The restriction is to apply Tuesdays between the hours of 9 am and 11 am. This parking restriction is located on the

eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.

- l. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 144 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 13 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - m. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 157 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 11 m. The restriction is to apply Monday to Friday between the hours of 10 am to 3 pm. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - n. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Antigua Street commencing at a distance 168 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 12 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - o. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 180 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 9 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
19. Existing intersection - Antigua Street / Fairfield Avenue - Traffic Controls
 - a. Approve that all traffic controls at the intersection of Antigua Street and Fairfield Avenue be revoked.
20. New intersection - Antigua Street / Fairfield Avenue - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Antigua Street and Fairfield Avenue, as detailed in Attachment A.
 - b. Approve that a Stop control be placed against Fairfield Avenue at its intersection with the western side of Antigua Street, as detailed in Attachment A.
21. Existing Fairfield Avenue Parking and Stopping Restrictions
 - a. Approve that all parking and stopping restrictions on both sides of Fairfield Avenue from its intersection with Antigua Street and extending in a westerly direction for a distance of 34 m be revoked
22. New Fairfield Avenue Parking and Stopping Restrictions
 - a. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Fairfield Avenue commencing at a distance 19 m west of its intersection with Antigua Street, and extending in a west direction for a distance of 15 m. The restriction is to apply at any time. Note 2 applies.
23. Existing intersection - Antigua Street / Burke Street - Traffic Controls
 - a. Approve that all traffic controls at the intersection of Antigua Street and Burke Street be revoked.
24. New intersection - Antigua Street / Burke Street - Traffic Controls

- a. Approve that a Stop control be placed against Burke Street at its intersection with the western side of Antigua Street, as detailed in Attachment A.
- b. Approve that a Stop control be placed against Burke Street at its intersection with the eastern side of Antigua Street, as detailed in Attachment A.
- c. Approve the lane marking changes and road surface changes at the intersection of Burke Street and Antigua Street, as detailed in Attachment A.

25. New Antigua Street East - Disraeli Street to Burke Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at its intersection with Disraeli Street, and extending in a southerly direction for a distance of 29 m. The restriction is to apply at any time. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 29 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 191 m. The restriction is to apply at any time. This parking restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that a bus stop be installed on the east side of Antigua Street commencing at a distance 220 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 15 m. This parking restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- d. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 235 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 73 m. The restriction is to apply at any time. This parking restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- e. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 308 m south of its intersection with Disraeli Street, and extending in a southerly direction for a distance of 10 m. The restriction is to apply at any time. Note 1 applies.

26. New Antigua Street West - Fairfield Avenue to Burke Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 3 m south of its intersection with Fairfield Avenue, and extending in a southerly direction for a distance of 7 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- b. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 22 m south of its intersection with Fairfield Avenue, and extending in a southerly direction for a distance of 16 m. The restriction is to apply Monday to Friday between the hours of 10 am and 3 pm. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 38 m south of its intersection with Fairfield Avenue, and extending in a southerly direction for a distance of 19 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- d. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 57 m south of its intersection

with Fairfield Avenue, and extending in a southerly direction for a distance of 6 m. The restriction is to apply Monday to Friday between the hours of 10 am and 3 pm. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.

- e. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 63 m south of its intersection with Fairfield Avenue, and extending in a southerly direction for a distance of 10 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- f. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 73 m south of its intersection with Fairfield Avenue, and extending in a southerly direction for a distance of 10 m. The restriction is to apply Monday to Friday between the hours of 10 am and 3 pm. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- g. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 83 m south of its intersection with Fairfield Avenue, and extending in a southerly direction for a distance of 9 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- h. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 92 m south of its intersection with Fairfield Avenue, and extending in a southerly direction for a distance of 11 m. The restriction is to apply Monday to Friday between the hours of 10 am and 3 pm. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- i. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 103 m south of its intersection with Fairfield Avenue, and extending in a southerly direction for a distance of 8 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.

27. Existing intersection - Antigua Street / Ruskin Street - Traffic Controls

- a. Approve that all traffic controls at the intersection of Antigua Street and Ruskin Street be revoked.

28. New intersection - Antigua Street / Ruskin Street - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Antigua Street and Ruskin Street, as detailed in Attachment A.
- b. Approve that a Stop control be placed against Ruskin Street at its intersection with the western side of Antigua Street, as detailed in Attachment A.
- c. Approve that a Stop control be placed against Ruskin Street at its intersection with the eastern side of Antigua Street, as detailed in Attachment A.

29. New Antigua Street West - Burke Street to Ruskin Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at its intersection with Burke Street, and extending in a southerly direction for a distance of 12 m. The restriction is to apply at any time. Note 1 applies.

- b. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 12 m south of its intersection with Burke Street, and extending in a southerly direction for a distance of 32 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 44 m south of its intersection with Burke Street, and extending in a southerly direction for a distance of 5 m. The restriction is to apply Monday to Friday between the hours of 10 am and 3 pm. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- d. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 49 m south of its intersection with Burke Street, and extending in a southerly direction for a distance of 13 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- e. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Antigua Street commencing at a distance 62 m south of its intersection with Burke Street, and extending in a southerly direction for a distance of 6 m. The restriction is to apply Monday to Friday between the hours of 10 am and 3 pm. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- f. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 68 m south of its intersection with Burke Street, and extending in a southerly direction for a distance of 24 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- g. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 82 m south of its intersection with Burke Street, and extending in a southerly direction for a distance of 2 m. The restriction is to apply at any time. Note 1 applies.

30. New Antigua Street East - Burke Street to Ruskin Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at its intersection with Burke Street, and extending in a southerly direction for a distance of 10 m. The restriction is to apply at any time. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 10 m south of its intersection with Burke Street, and extending in a southerly direction for a distance of 78 m. The restriction is to apply at any time. This parking restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 88 m south of its intersection with Burke Street, and extending in a southerly direction for a distance of 9 m. The restriction is to apply at any time. Note 1 applies.

31. Existing Ruskin Street Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on both sides of Ruskin Street from a point 16 m west of its intersection with Antigua Street to a point 17 m east of its intersection with Antigua Street be revoked. Note 1 applies.

32. New Ruskin Street Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the north side of Ruskin Street commencing at its intersection with Antigua Street, and extending in an east direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the north side of Ruskin Street commencing at its intersection with Antigua Street, and extending in a west direction for a distance of 12 m. The restriction is to apply at any time. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the south side of Ruskin Street commencing at its intersection with Antigua Street, and extending in an east direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the south side of Ruskin Street commencing at its intersection with Antigua Street, and extending in a west direction for a distance of 12 m. The restriction is to apply at any time. Note 2 applies.

33. New Antigua Street West - Ruskin Street to Brougham Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at its intersection with Ruskin Street, and extending in a southerly direction for a distance of 11 m. The restriction is to apply at any time. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 11 m south of its intersection with Ruskin Street, and extending in a southerly direction for a distance of 114 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the west side of Antigua Street commencing at a distance 125 m south of its intersection with Ruskin Street, and extending in a southerly direction for a distance of 20 m. The restriction is to apply at any time. Note 1 applies.

34. New Antigua Street East - Ruskin Street to Brougham Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at its intersection with Ruskin Street, and extending in a southerly direction for a distance of 15 m. The restriction is to apply at any time. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 15 m south of its intersection with Ruskin Street, and extending in a southerly direction for a distance of 30 m. The restriction is to apply at any time. This parking restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Antigua Street commencing at a distance 45 m south of its intersection with Ruskin Street, and extending in a southerly direction for a distance of 22 m. The restriction is to apply Monday to Friday between the hours of 10 am and 3 pm. This parking restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- d. Approve that the stopping of vehicles be prohibited on the east side of Antigua Street commencing at a distance 67 m south of its intersection with Ruskin Street, and

extending in a southerly direction for a distance of 65 m. The restriction is to apply at any time. This parking restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.

35. Existing intersection - Antigua Street / Brougham Street / Strickland Street - Traffic Controls

- a. Approve that all traffic controls at the intersection of Antigua Street, Strickland Street and Brougham Street be revoked.

36. New Intersection - Antigua Street / Brougham Street / Strickland Street - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Antigua Street, Strickland Street and Brougham Street, as detailed in Attachment A.
- b. Approve that the intersection of Antigua Street, Strickland Street and Brougham Street be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A.

37. Existing Strickland Street - Brougham Street to Penrith Avenue - Traffic Controls

- a. Approve that all traffic controls on Strickland Street from its intersection with Brougham Street to its intersection with Penrith Avenue be revoked. Note 1 applies.

38. New Strickland Street - Brougham Street to Penrith Avenue - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Strickland Street from its intersection with Brougham Street to its intersection with Penrith Avenue, as detailed in Attachment A.
- b. Approve that a special vehicle lane for the use of south then south-eastbound bicycles only, be established on the eastern then south-eastern side of Strickland Street against the kerb, commencing at its intersection with Brougham Street and extending in a south then south-easterly direction to its intersection with Penrith Avenue. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
- c. Approve that a special vehicle lane for the use of north-west then northbound bicycles only, be established on the south-western then western side of Strickland Street against the kerb, commencing at its intersection with Penrith Street and extending in a north-west then northerly direction to its intersection with Brougham Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.

39. Existing Strickland Street - Brougham Street to Penrith Avenue - Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on the western and south western sides of Strickland Street from its intersection with Brougham Street to the northwest kerb of Penrith Avenue be revoked

40. Existing Strickland Street - Brougham Street to Devon Street - Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on the eastern and north eastern sides of Strickland Street from its intersection with Brougham Street to the northwest kerb of Devon Street be revoked

41. Existing intersection - Strickland Street / Deyell Crescent - Traffic Controls

- a. Approve that all traffic controls at the intersection of Strickland Street and Deyell Crescent be revoked.

42. New intersection - Strickland Street / Deyell Crescent - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Strickland Street and Deyell Crescent, as detailed in Attachment A.
 - b. Approve that a Stop control be placed against Deyell Crescent at its intersection with the eastern side of Strickland Street, as detailed in Attachment A.
43. New Strickland Street West - Brougham Street to Bletsoe Avenue - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the west side of Strickland Street commencing at a distance 7 m south of its intersection with Brougham Street, and extending in a southerly direction for a distance of 139 m. The restriction is to apply at any time. This parking restriction is located on the eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
44. New Strickland Street East - Brougham Street to Deyell Crescent - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the east side of Strickland Street commencing at its intersection with Brougham Street, and extending in a southerly direction for a distance of 25 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the east side of Strickland Street commencing at a distance 25 m south of its intersection with Brougham Street, and extending in a southerly direction for a distance of 45 m. The restriction is to apply at any time. This parking restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the east side of Strickland Street commencing at a distance 104 m south of its intersection with Brougham Street, and extending in a southerly direction for a distance of 24 m. The restriction is to apply at any time. This parking restriction is located on the western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - d. Approve that the stopping of vehicles be prohibited on the east side of Strickland Street commencing at a distance 128 m south of its intersection with Brougham Street, and extending in a southerly direction for a distance of 15 m. The restriction is to apply at any time. Note 1 applies.
45. Existing Deyell Crescent Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Deyell Crescent from its intersection with Strickland Street and extending in an easterly direction for a distance of 17 m be revoked
46. New Deyell Crescent Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north side of Deyell Crescent commencing at its intersection with Strickland Street, and extending in an east direction for a distance of 12 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Deyell Crescent commencing at its intersection with Strickland Street, and extending in an east direction for a distance of 17 m. The restriction is to apply at any time Note 2 applies.
47. Existing intersection - Strickland Street / Bletsoe Avenue - Traffic Controls
- a. Approve that all traffic controls at the intersection of Strickland Street and Bletsoe Avenue be revoked.

48. New intersection - Strickland Street / Bletsoe Avenue - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Strickland Street and Bletsoe Avenue, as detailed in Attachment A.
- b. Approve that a Stop control be placed against Bletsoe Avenue at its intersection with the western side of Strickland Street, as detailed in Attachment A.

49. Existing Bletsoe Avenue Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on both sides of Bletsoe Avenue from its intersection with Strickland Street and extending in an westerly direction for a distance of 32 m be revoked

50. New Bletsoe Avenue Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the north side of Bletsoe Avenue commencing at its intersection with Strickland Street, and extending in a westerly direction for a distance of 32 m. The restriction is to apply at any time. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the south side of Bletsoe Avenue commencing at its intersection with Strickland Street, and extending in a westerly direction for a distance of 7 m. The restriction is to apply at any time. Note 2 applies.

51. Existing intersection - Strickland Street / Manhire Street - Traffic Controls

- a. Approve that all traffic controls at the intersection of Strickland Street and Manhire Street be revoked.

52. New intersection - Strickland Street / Manhire Street - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes and road surface changes at the intersection of Strickland Street and Manhire Street, as detailed in Attachment A.
- b. Approve that a Stop control be placed against Manhire Street at its intersection with the south-western side of Strickland Street, as detailed in Attachment A.

53. Existing intersection - Strickland Street / Burns Street - Traffic Controls

- a. Approve that all traffic controls at the intersection of Strickland Street and Burns Street be revoked.

54. New intersection - Strickland Street / Burns Street - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes and road surface changes at the intersection of Strickland Street and Burns Street, as detailed in Attachment A.
- b. Approve that a Stop control be placed against Burns Street at its intersection with the north-eastern side of Strickland Street, as detailed in Attachment A.

55. New Strickland Street Southwest - Bletsoe Avenue to Manhire Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at its intersection with Bletsoe Avenue, and extending in a southerly then south-easterly direction for a distance of 16 m. The restriction is to apply at any time. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at a distance 16 m south of its intersection with Bletsoe Avenue, and extending in a southerly then south-easterly direction for a distance of 110 m. The

restriction is to apply at any time. This parking restriction is located on the north-eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.

- c. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at a distance 126 m south of its intersection with Bletsoe Avenue, and extending in a south-easterly direction for a distance of 9 m. The restriction is to apply at any time. Note 1 applies.

56. New Strickland Street Northeast - Deyell Crescent to Burns Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the northeast side of Strickland Street commencing at its intersection with Deyell Crescent, and extending in a southerly direction for a distance of 10 m. The restriction is to apply at any time. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the northeast side of Strickland Street commencing at a distance 10 m south of its intersection with Deyell Crescent, and extending in a southerly then south-easterly direction for a distance of 61 m. The restriction is to apply at any time. This parking restriction is located on the south-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the northeast side of Strickland Street commencing at a distance 111 m south of its intersection with Deyell Crescent, and extending in a south-easterly direction for a distance of 25 m. The restriction is to apply at any time. This parking restriction is located on the south-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- d. Approve that the stopping of vehicles be prohibited on the north-east side of Strickland Street commencing at a distance 136 m south
- e. of its intersection with Deyell Crescent, and extending in a south-easterly direction for a distance of 8 m. The restriction is to apply at any time. Note 1 applies.

57. Existing Manhire Street Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on both sides of Manhire Street from its intersection with Strickland Street and extending in a south westerly direction for a distance of 16 m be revoked

58. New Manhire Street Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the north west side of Manhire Street commencing at its intersection with Strickland Street, and extending in a south westerly direction for a distance of 16 m. The restriction is to apply at any time. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the southeast side of Manhire Street commencing at its intersection with Strickland Street, and extending in a south-westerly direction for a distance of 16 m. The restriction is to apply at any time. Note 2 applies.

59. Existing Burns Street Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on both sides of Burns Street from its intersection with Strickland Street and extending in a north easterly direction for a distance of 6 m be revoked

60. New Burns Street Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the north west side of Burns Street commencing at its intersection with Strickland Street, and extending in a north easterly direction for a distance of 6 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the southeast side of Burns Street commencing at its intersection with Strickland Street, and extending in a north easterly direction for a distance of 6 m. The restriction is to apply at any time. Note 2 applies.
61. Existing intersection - Strickland Street / Moore Street - Traffic Controls
- a. Approve that all traffic controls at the intersection of Strickland Street and Moore Street be revoked.
62. New intersection - Strickland Street / Moore Street - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes and road surface changes at the intersection of Strickland Street and Moore Street, as detailed in Attachment A.
 - b. Approve that a Stop control be placed against Moore Street at its intersection with the north-eastern side of Strickland Street, as detailed in Attachment A.
63. Existing intersection - Strickland Street / Dominion Avenue - Traffic Controls
- a. Approve that all traffic controls at the intersection of Strickland Street and Dominion Avenue be revoked.
64. New intersection - Strickland Street / Dominion Avenue - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Strickland Street and Dominion Avenue, as detailed in Attachment A.
 - b. Approve that a Stop control be placed against Dominion Avenue at its intersection with the south-western side of Strickland Street, as detailed in Attachment A.
65. New Strickland Street south-west - Manhire Street to Dominion Avenue - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at its intersection with Manhire Street, and extending in a south-easterly direction for a distance of 18 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at a distance 18 m southeast of its intersection with Manhire Street, and extending in a south-easterly direction for a distance of 49 m. The restriction is to apply at any time. This parking restriction is located on the north-eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at a distance 72 m southeast of its intersection with Manhire Street, and extending in a south-easterly direction for a distance of 24 m. The restriction is to apply at any time. This parking restriction is located on the north-eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - d. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at a distance 107 m southeast of its intersection with Manhire Street, and extending in a south-easterly direction for a distance of 10 m. The restriction is to apply at any time. This parking restriction is located on the north-eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.

- e. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at a distance 122 m southeast of its intersection with Manhire Street, and extending in a south-easterly direction for a distance of 8 m. The restriction is to apply at any time. Note 1 applies.
66. New Strickland Street north-east – Burns Street to Moore Street - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north-east side of Strickland Street commencing at its intersection with Burns Street, and extending in a south-easterly direction for a distance of 13 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the northeast side of Strickland Street commencing at a distance 13 m southeast of its intersection with Burns Street, and extending in a south-easterly direction for a distance of 112 m. The restriction is to apply at any time. This parking restriction is located on the south-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the north-east side of Strickland Street commencing at a distance 125 m south east of its intersection with Burns Street, and extending in a south-easterly direction for a distance of 7 m. The restriction is to apply at any time. Note 1 applies.
67. Existing Dominion Avenue Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Dominion Avenue from its intersection with Strickland Street and extending in a south westerly direction for a distance of 17 m be revoked
68. New Dominion Avenue Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the North West side of Dominion Avenue commencing at its intersection with Strickland Street, and extending in a south-westerly direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the southeast side of Dominion Avenue commencing at its intersection with Strickland Street, and extending in a south-westerly direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.
69. Existing Moore Street Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Moore Street from its intersection with Strickland Street and extending in a south westerly direction for a distance of 17 m be revoked
70. New Moore Street Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the North West side of Moore Street commencing at its intersection with Strickland Street, and extending in a south-westerly direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the southeast side of Moore Street commencing at its intersection with Strickland Street, and extending in a south-westerly direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.
71. Existing intersection - Strickland Street / Milton Street - Traffic Controls

- a. Approve that all traffic controls at the intersection of Strickland Street and Milton Street be revoked.

72. New intersection - Strickland Street / Milton Street - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Strickland Street and Milton Street, as detailed in Attachment A.
- b. Approve that the intersection of Strickland Street and Milton Street be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A.

73. New Strickland Street south-west - Dominion Avenue to Milton Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at its intersection with Dominion Avenue, and extending in a south-easterly direction for a distance of 10 m. The restriction is to apply at any time. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at a distance 10 m southeast of its intersection with Dominion Avenue, and extending in a south-easterly direction for a distance of 68 m. The restriction is to apply at any time. This parking restriction is located on the north-eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at a distance 78 m southeast of its intersection with Dominion Avenue, and extending in a south-easterly direction for a distance of 12 m. The restriction is to apply at any time. Note 1 applies.

74. New Strickland Street north-east - Moore Street to Milton Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the north-east side of Strickland Street commencing at its intersection with Moore Street, and extending in a south-easterly direction for a distance of 7 m. The restriction is to apply at any time. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the northeast side of Strickland Street commencing at a distance 7 m southeast of its intersection with Moore Street, and extending in a south-easterly direction for a distance of 11 m. The restriction is to apply at any time. This parking restriction is located on the south-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the northeast side of Strickland Street commencing at a distance 28 m southeast of its intersection with Moore Street, and extending in a south-easterly direction for a distance of 17 m. The restriction is to apply at any time. This parking restriction is located on the south-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- d. Approve that the stopping of vehicles be prohibited on the northeast side of Strickland Street commencing at a distance 56 m southeast of its intersection with Moore Street, and extending in a south-easterly direction for a distance of 46 m. The restriction is to apply at any time. This parking restriction is located on the south-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.

75. Existing Milton Street Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on both sides of Milton Street commencing at a distance 40 m southwest of its intersection with Strickland Street to a point 50 m northeast of its intersection with Strickland Street be revoked

76. New Milton Street Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the northwest side of Milton Street commencing at its intersection with Strickland Street, and extending in a south-westerly direction for a distance of 40 m. The restriction is to apply at any time. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the southeast side of Milton Street commencing at its intersection with Strickland Street, and extending in a south-westerly direction for a distance of 40 m. The restriction is to apply at any time. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the northwest side of Milton Street commencing at its intersection with Strickland Street, and extending in a north-easterly direction for a distance of 50 m. The restriction is to apply at any time. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the southeast side of Milton Street commencing at its intersection with Strickland Street, and extending in a north-easterly direction for a distance of 40 m. The restriction is to apply at any time. Note 2 applies.

77. New Strickland Street South-west - Milton Street to Roker Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at a distance 6 m southeast of its intersection with Milton Street, and extending in a south-easterly direction for a distance of 87 m. The restriction is to apply at any time. This parking restriction is located on the north-eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at a distance 98 m southeast of its intersection with Milton Street, and extending in a south-easterly direction for a distance of 6 m. The restriction is to apply at any time. Note 1 applies.

78. New Strickland Street North-east - Milton Street to Devon Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the northeast side of Strickland Street commencing at a distance 6 m southeast of its intersection with Milton Street, and extending in a south-easterly direction for a distance of 12 m. The restriction is to apply at any time. This parking restriction is located on the south-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the northeast side of Strickland Street commencing at a distance 18 m southeast of its intersection with Milton Street, and extending in a south-easterly direction for a distance of 69 m. The restriction is to apply at any time. This parking restriction is located on the south-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the northeast side of Strickland Street commencing at a distance 98 m southeast of its intersection with Milton Street, and extending in a south-easterly direction for a distance of 43 m. The restriction is to apply at any time. Note 1 applies.
- d. Approve that the stopping of vehicles be prohibited on the northeast side of Strickland Street commencing at its intersection with Devon Street, and extending in a north-

westerly direction for a distance of 33 m. The restriction is to apply at any time. Note 1 applies.

79. New Strickland Street crossing - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, road surface changes and islands on Strickland Street (7 m north of Roker Street) at the pedestrian and cycle crossing as detailed in Attachment A. Note 2 applies.
- b. Approve that a pedestrian and cycle crossing, controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Action - Traffic Control Devices Rule 2004, be installed on Strickland Street at a point 7 m north-west of its intersection with Roker Street.
- c. Approve that a bi-directional shared pedestrian/bicycle path be established on the south-western side of Strickland Street commencing at a point 2 m north west of its intersection with Roker Street and extending in a north-westerly direction for a distance of 6 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
- d. Approve that a bi-directional shared pedestrian/bicycle path be established on the north-eastern side of Strickland Street commencing at a point 2 m north west of its intersection with Roker Street and extending in a north-westerly direction for a distance of 6 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
- e. Approve that a Stop control be placed against Roker Street at its intersection with the south-western side of Strickland Street, as detailed in Attachment A.

80. Existing Roker Street - Traffic Controls

- a. Approve that all traffic controls on Roker Street from its intersection with Strickland Street to the end of Roker Street be revoked. Note 1 applies.

81. New Roker Street - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Roker Street from its intersection with Strickland Street to the end of Roker Street, as detailed in Attachment A.
- b. Approve that a bi-directional bicycle path be established on the northern side of Roker Street commencing at a point 5 m south west of its intersection with Strickland Street and extending in a south-westerly direction for a distance of 10 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
- c. Approve that a Give Way control be placed against the bi-directional bicycle path (south-westbound bicycles) on the Roker Street approach at a point 14 m southwest of its intersection with Strickland Street, as detailed in Attachment A. Note 2 applies.

82. Existing intersection - Roker Street / Selwyn Street - Traffic Controls

- a. Approve that all traffic controls at the intersection of Selwyn Street and Roker Street be revoked.

83. New intersection - Roker Street / Selwyn Street - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Selwyn Street and Roker Street, as detailed in Attachment A.
- b. Approve that a Stop control be placed against Roker Street at its intersection with the south-western side of Selwyn Street, as detailed in Attachment A.
- c. Approve that a Stop control be placed against Roker Street at its intersection with the north-eastern side of Selwyn Street, as detailed in Attachment A.
- d. Approve that a bi-directional shared pedestrian/bicycle path be established on the south-eastern side of Roker Street commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 4 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
- e. Approve that a bi-directional shared pedestrian/bicycle path be established on the north-western side of Roker Street commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 4 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
- f. Approve that a bi-directional shared pedestrian/bicycle path be established on the south-eastern side of Roker Street commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 3 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
- g. Approve that a bi-directional shared pedestrian/bicycle path be established on the north-western side of Roker Street commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 3 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
- h. Approve that a special vehicle lane for the use of northbound bicycles only, be established on the north-west side of Roker Street against the kerb, commencing at a point 12 m south-west of its intersection with Selwyn Street and extending in a northerly direction for 8 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
- i. Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north-west side of Roker Street against the kerb, commencing at a point 3 m north-east of its intersection with Selwyn Street and extending in a easterly direction for 6 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
- j. Approve that a special vehicle lane for the use of southbound bicycles only, be established on the south-east side of Roker Street against the kerb, commencing at a point 8 m north-east of its intersection with Selwyn Street and extending in a southerly direction for 6 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
- k. Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south-east side of Roker Street against the kerb, commencing at a point 4 m south-west of its intersection with Selwyn Street and extending in a westerly direction for 8 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.

- l. Approve that a Give Way control be placed against the uni-directional bicycle path (westbound bicycles) on the Roker Street approach at a point at a point 11 m west of its intersection with Selwyn Street as detailed in Attachment A. Note 2 applies.
 - m. Approve that a Give Way control be placed against the uni-directional bicycle path (eastbound bicycles) on the Roker Street approach at a point at a point 8 m east of its intersection with Selwyn Street as detailed in Attachment A. Note 2 applies.
- 84. New Strickland Street south-west - Roker Street to Penrith Avenue - Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited on the south-west side of Strickland Street commencing at its intersection with Roker Street, and extending in a south-easterly direction to its intersection with Penrith Avenue. The restriction is to apply at any time. Note 2 applies.
- 85. Existing Roker Street - Parking and Stopping Restrictions
 - a. Approve that all parking and stopping restrictions on both sides of Roker Street be revoked. Note 1 applies.
- 86. New Roker Street north-west - Strickland Street to Selwyn Street - Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited on the north-west side of Roker Street commencing at its intersection with Strickland Street, and extending in a south-westerly direction for a distance of 19 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the north-west side of Roker Street commencing at a distance 350 m southwest of its intersection with Strickland Street, and extending in a south-westerly direction for a distance of 6 m. The restriction is to apply at any time. Note 1 applies.
- 87. New Roker Street south-east - Strickland Street to Selwyn Street - Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited on the southeast side of Roker Street commencing at its intersection with Strickland Street, and extending in a south-westerly direction for a distance of 17 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the southeast side of Roker Street commencing at a distance 351 m southwest of its intersection with Strickland Street, and extending in a south westerly direction for a distance of 8 m. The restriction is to apply at any time. Note 1 applies.
- 88. Existing Selwyn Street Parking and Stopping Restrictions
 - a. Approve that all parking and stopping restrictions on both sides of Selwyn Street from a point 20 m north west of its intersection with Roker Street to a point 16 m south east of it intersection with Roker Street be revoked. Note 1 applies.
- 89. New Selwyn Street Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited on the northeast side of Selwyn Street commencing at its intersection with Roker Street, and extending in a north westerly direction for a distance of 20 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the southwest side of Selwyn Street commencing at its intersection with Roker Street, and extending in a north-

westerly direction for a distance of 13 m. The restriction is to apply at any time. Note 2 applies.

- c. Approve that the stopping of vehicles be prohibited on the northeast side of Selwyn Street commencing at its intersection with Roker Street, and extending in a south-easterly direction for a distance of 14 m. The restriction is to apply at any time. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the southwest side of Selwyn Street commencing at its intersection with Roker Street, and extending in a south-easterly direction for a distance of 16 m. The restriction is to apply at any time. Note 2 applies.

90. Existing intersection - Roker Street / Simeon Street - Traffic Controls

- a. Approve that all traffic controls at the intersection of Roker Street and Simeon Street be revoked.

91. New intersection - Roker Street / Simeon Street - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Roker Street and Simeon Street, as detailed in Attachment A.
- b. Approve that a Stop control be placed against Simeon Street at its intersection with the north-western side of Roker Street, as detailed in Attachment A.

92. New Roker Street north-west - Selwyn Street to Simeon Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the north-west side of Roker Street commencing at its intersection with Selwyn Street, and extending in a south-westerly direction for a distance of 16 m. The restriction is to apply at any time. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the north-west side of Roker Street commencing at a distance 359 m southwest of its intersection with Selwyn Street, and extending in a south-westerly direction for a distance of 13 m. The restriction is to apply at any time. Note 1 applies.

93. New Roker Street south-east - Selwyn Street to south-western end of Roker Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the southeast side of Roker Street commencing at intersection with Selwyn Street, and extending in a south-westerly direction for a distance of 17 m. The restriction is to apply at any time. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the southeast side of Roker Street commencing at a distance 360 m southwest of its intersection with Selwyn Street, and extending in a south-westerly direction for a distance of 49 m. The restriction is to apply at any time. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the south-east side of Roker Street commencing at a distance 631 m south west of its intersection with Selwyn Street, and extending in a south-westerly direction then following the southern kerb line (around the cul-de-sac) north-west, then north-east for a distance of 50 m. The restriction is to apply at any time. Note 1 applies.

94. New Roker Street north-west - Simeon Street to south-western end of Roker Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the north-west side of Roker Street commencing at its intersection with Simeon Street, and extending in a south-

westerly direction for a distance of 12 m. The restriction is to apply at any time. Note 2 applies.

95. Existing Simeon Street Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on both sides of Simeon Street from its intersection with Roker Street and extending in a north westerly direction for a distance of 17 m be revoked

96. New Simeon Street Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the northeast side of Simeon Street commencing at its intersection with Roker Street, and extending in a north-westerly direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the southwest side of Simeon Street commencing at its intersection with Roker Street, and extending in a north-westerly direction for a distance of 17 m. The restriction is to apply at any time. Note 2 applies.

97. New Shared path - Roker Street to Barrington Street - Traffic Controls

- a. Approve that a bi-directional shared pedestrian/bicycle shared path be established, commencing at the south-western end of Roker Street and extending in a south-westerly direction to its intersection with Barrington Street, as detailed in Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.

98. New Barrington Street Crossing - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, road surface changes and islands on Barrington Street (4 m south east of Strauss Place) at the pedestrian and cycle crossing as detailed in Attachment A. Note 2 applies.
- b. Approve that a pedestrian and cycle crossing, controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule 2004, be installed on Barrington Street at a point 4 m south-east of its intersection with Strauss Place.

99. Existing Intersection - Strauss Place / Barrington Street - Traffic Controls

- a. Approve that all traffic controls at the intersection of Strauss Place and Barrington Street be revoked.

100. New Intersection - Strauss Place / Barrington Street - Traffic Controls

- a. Approve that a Stop control be placed against Strauss Place at its intersection with the south-western side of Barrington Street, as detailed in Attachment A.

101. Existing Barrington Street Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on both sides of Barrington Street from a point 17 m north west of its intersection with Strauss Place to a point 31 m south east of its intersection with Strauss Place be revoked. Note 1 applies.

102. New Barrington Street Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the north east side of Barrington Street commencing at a distance 97 m south east of its intersection with Milton Street, and extending in a south easterly direction for a distance of 9 m. The restriction is to apply at any time. Note 2 applies.

- b. Approve that the stopping of vehicles be prohibited on the north east side of Barrington Street commencing at a distance 112 m south east of its intersection with Milton Street, and extending in a south easterly direction for a distance of 8 m. The restriction is to apply at any time. Note 2 applies.
 - c. Approve that a bus stop be installed on the north east side of Barrington Street commencing at a distance 120 m south east of its intersection with Milton Street, and extending in a south easterly direction for a distance of 14 m. The restriction is to apply at any time. Note 2 applies.
 - d. Approve that a bus stop be installed on the south west side of Barrington Street commencing at a distance 5 m north west its intersection with Strauss Place, and extending in a north westerly direction for a distance of 12 m. The restriction is to apply at any time. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited on the southwest side of Barrington Street commencing at its intersection with Strauss Place, and extending in a south-easterly direction for a distance of 5 m. The restriction is to apply at any time. Note 2 applies.
 - f. Approve that the stopping of vehicles be prohibited on the south west side of Barrington Street commencing at a distance 11 m south east of its intersection with Strauss Place, and extending in a south easterly direction for a distance of 11 m. The restriction is to apply at any time. Note 2 applies.
103. Existing Strauss Place - Barrington Street to south-western end of Strauss Place - Traffic Controls
- a. Approve that all traffic controls on Strauss Place from its intersection with Barrington Street to the end of Strauss Place be revoked. Note 2 applies.
104. New Strauss Place - Barrington Street to south-western end of Strauss Place - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Strauss Place from its intersection with Barrington Street to the end of Strauss Place, as detailed in Attachment A.
 - b. Approve that a bi-directional shared pedestrian/bicycle path be established on the south-western side of Barrington Street commencing at its intersection with Strauss Place and extending in a south-easterly direction for a distance of 13 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
 - c. Approve that a bi-directional bicycle path be established on the south-eastern side of Strauss Place commencing at a point 13 m south-west of its intersection with Barrington Street and extending in a north-easterly direction for a distance of 7 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
 - d. Approve that a Give Way control be placed against the bi-directional bicycle path (south-westbound bicycles) on the Strauss Place approach at a point 20 m south-west of its intersection with Barrington Street, as detailed in Attachment A. Note 2 applies.
 - e. Approve that a Give Way control be placed against the bi-directional bicycle path (north-eastbound bicycles) on the Strauss Place approach at a point 7 m south-west of its intersection with Barrington Street, as detailed in Attachment A. Note 2 applies.
105. New Shared path - Strauss Place to Frankleigh Street - Traffic Controls

- a. Approve that a bi-directional bicycle path be established, commencing at the south-western end of Strauss Place and extending in a south-westerly direction for a distance of 45 m to its intersection with Frankleigh Street, as detailed in Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
 - b. Approve that a Give Way control be placed against the bi-directional bicycle path (north-eastbound bicycles) on the Strauss Place approach at a point 117 m southwest of its intersection with Barrington Street, as detailed in Attachment A. Note 2 applies.
 - c. Approve that a Give Way control be placed against the bi-directional bicycle path (south-westbound bicycles) on the Frankleigh Street approach at a point 171 m south of its intersection with Barrington Street, as detailed in Attachment A. Note 2 applies.
106. Existing Strauss Place - Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Strauss Place be revoked
107. New Strauss Place north-west - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north-west side of Strauss Place commencing at a distance 18 m south west of its intersection with Barrington Street, and extending in a north-westerly direction following the kerb line (around the cul-de-sac) for a distance of 5 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the north-west side of Strauss Place commencing at a distance 114 m south west of its intersection with Barrington Street, and extending in a south-easterly direction following the kerb line (around the cul-de-sac) for a distance of 7 m. The restriction is to apply at any time. Note 1 applies.
108. New Strauss Place south-east - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the southeast side of Strauss Place commencing at its intersection with Barrington Street, and extending in a south-westerly direction for a distance of 3 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south-east side of Strauss Place commencing at a distance 18 m south west its intersection with Barrington Street, and extending in a south-westerly direction following the kerb line (around the cul-de-sac) for a distance of 10 m. The restriction is to apply at any time. Note 2 applies.
109. Existing Frankleigh Street - Alvarez Place to Lyttelton Street - Traffic Controls
- a. Approve that all traffic controls on Frankleigh Street from its intersection with Alvarez Place to its intersection with Lyttelton Street be revoked. Note 2 applies.
110. New Frankleigh Street - Alvarez Place to Lyttelton Street - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Frankleigh Street from its intersection with Alvarez Place to its intersection with Lyttelton Street, as detailed in Attachment A.
 - b. Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Frankleigh Street against the kerb, commencing at a point 164 m south of its intersection with Barrington Street and extending in a southerly direction for 7 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.

- c. Approve that all north-eastbound bicycles on the Frankleigh Street special vehicle lane be restricted from continuing northbound, and must turn north-east at a point 171 m south of its intersection with Barrington Street, as detailed in Attachment A.
 - d. Approve that a Give Way control be placed against the special vehicle lane (southbound bicycles) on the Frankleigh Street approach at a point 171 m south of its intersection with Barrington Street, as detailed in Attachment A. Note 1 applies.
 - e. Approve that a bi-directional bicycle path be established on the south-eastern side of Frankleigh Street commencing at a point 171 m south of its intersection with Barrington Street and extending in a south-westerly direction for a distance of 501 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
 - f. Approve that a pedestrian crossing be duly established and marked in accordance section 8.2 of the Land Transport Rule: Traffic Control Devices 2004, on Frankleigh Street located on the south-eastern side and at a point 176 m north-east of its intersection with Lyttelton Street, crossing the bi-directional bicycle path as detailed in Attachment A. Note 2 applies.
 - g. Approve that a pedestrian crossing be duly established and marked in accordance section 8.2 of the Land Transport Rule: Traffic Control Devices 2004, on Frankleigh Street located on the south-eastern side and at a point 182 m north-east of its intersection with Lyttelton Street, crossing the bi-directional bicycle path as detailed in Attachment A. Note 2 applies.
 - h. Approve that a bi-directional shared pedestrian/bicycle path be established on the south-eastern side of Frankleigh Street commencing at its intersection with Lyttelton Street and extending in a north-easterly direction for a distance of 30 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
111. Existing Frankleigh Street- Barrington Street to Lyttelton Street - Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Frankleigh Street from its intersection with Barrington Street to its intersection with Lyttelton Street be revoked
112. New Frankleigh Street north-west - Lyttelton Street to Alvarez Place - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north-west side of Frankleigh Street commencing at a distance 8 m northeast its intersection with Lyttelton Street, and extending in a north easterly direction for a distance of 50 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that a bus stop be installed on the north-west side of Frankleigh Street commencing at a distance 264 m northeast of its intersection with Lyttelton Street, and extending in a north-easterly direction for a distance of 17 m Note 1 applies.
113. New Frankleigh Street south-east - Lyttelton Street to Barrington Street - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the southeast side of Frankleigh Street commencing at 8 m northeast its intersection with Lyttelton Street, and extending in a north-easterly direction for a distance of 138 m. The restriction is to apply at any time. This parking restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.

- b. Approve that a bus stop be installed on the south-east side of Frankleigh Street commencing at a distance 146 m north east of its intersection with Lyttelton Street, and extending in a north-easterly direction for a distance of 15 m This parking restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the southeast side of Frankleigh Street commencing at a distance 161 m northeast of its intersection with Lyttelton Street, and extending in a north-easterly direction for a distance of 370 m. The restriction is to apply at any time. This parking restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - d. Approve that a bus stop be installed on the south-east side of Frankleigh Street commencing at a distance 531 m north east of its intersection with Lyttelton Street, and extending in a north-easterly direction for a distance of 17 m
 - e. Approve that the stopping of vehicles be prohibited on the southeast side of Frankleigh Street commencing at a distance 548 m northeast of its intersection with Lyttelton Street, and extending in a north then north-easterly direction to its intersection with Barrington Street. The restriction is to apply at any time. Note 1 applies.
- 114. New Frankleigh Street West - Barrington Street to Alvarez Place - Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited on the west side of Frankleigh Street commencing at its intersection with Barrington Street, and extending in a south-westerly direction for a distance of 46 m. The restriction is to apply at any time. Note 1 applies.
- 115. Existing intersection - Frankleigh Street / Lyttelton Street / Sparks Road - Traffic Controls
 - a. Approve that all traffic controls at the intersection of Frankleigh Street, Sparks Road and Lyttelton Street be revoked.
- 116. New intersection - Frankleigh Street / Lyttelton Street / Sparks Road - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Frankleigh Street, Sparks Road and Lyttelton Street, as detailed in Attachment A.
 - b. Approve that the intersection of Frankleigh Street, Sparks Road and Lyttelton Street be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A.
- 117. New intersection - Frankleigh Street / Lyttelton Street / Sparks Road - Traffic Controls
 - a. Approve that a special vehicle lane for the use of south-east bound bicycles only, be established on the north-east side of Lyttelton Street against the kerb, commencing at a point 91 m north-west of its intersection with Frankleigh Street and extending in a south-easterly direction for 85 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - b. Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Lyttelton Street against the kerb, commencing at a point 11 m south of its intersection with Frankleigh Street and extending in a southerly direction for 75 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - c. Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Lyttelton Street against the kerb, commencing at a point 78 m east of

its intersection with Sparks Road and extending in a northerly direction for 67 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.

- d. Approve that a special vehicle lane for the use of north-westbound bicycles only, be established on the south-west side of Lyttelton Street against the kerb, commencing at a point 7 m west of its intersection with Sparks Road and extending in a north-westerly direction for 87 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.

118. Existing Lyttelton Street Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on both sides of Lyttelton Street from a point 94 m north west of its intersection with Sparks Road/Frankleigh Street to a point 86 m south east of its intersection with Sparks Road/Frankleigh Street be revoked. Note 1 applies.

119. New Lyttelton Street Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the north east side of Lyttelton Street commencing at a distance 6 m north west its intersection with Frankleigh Street, and extending in a north westerly direction for a distance of 85 m. The restriction is to apply at any time. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the south west side of Lyttelton Street commencing at a distance 7 m north west its intersection with Sparks Road, and extending in a north westerly direction for a distance of 87 m. The restriction is to apply at any time. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the east side of Lyttelton Street commencing at a distance 11 m south its intersection with Frankleigh Street, and extending in a south easterly direction for a distance of 75 m. The restriction is to apply at any time. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the west side of Lyttelton Street commencing at a distance 11 m south its intersection with Sparks Road, and extending in a south easterly direction for a distance of 67 m. The restriction is to apply at any time. Note 2 applies.

120. Existing Sparks Road - Lyttelton Street to Victors Road - Traffic Controls

- a. Approve that all traffic controls on Sparks Road from its intersection with Lyttelton Street to its intersection with Victors Road be revoked. Note 2 applies.

121. New Sparks Road - Lyttelton Street to Victors Road - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Sparks Road from its intersection with Lyttelton Street to its intersection with Victors Road, as detailed in Attachment A.
- b. Approve that a bi-directional shared pedestrian/bicycle path be established on the south-eastern side of Sparks Road commencing at its intersection with Lyttelton Street and extending in a south-westerly direction for a distance of 38 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
- c. Approve that a bi-directional bicycle path be established on the south-eastern side of Sparks Road commencing at a point 38 m south-west of its intersection with Lyttelton Street and extending to its intersection with Victors Road, as detailed on Attachment A, in

accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.

- d. Approve that a pedestrian crossing be duly established and marked in accordance section 8.2 of the Land Transport Rule: Traffic Control Devices 2004, on Sparks Road located on the southern side and at a point 291 m south-west of its intersection with Lyttelton Street, crossing the bi-directional bicycle path as detailed in Attachment A. Note 2 applies.
 - e. Approve that a pedestrian crossing be duly established and marked in accordance section 8.2 of the Land Transport Rule: Traffic Control Devices 2004, on Sparks Road located on the southern side and at a point 298 m south-west of its intersection with Lyttelton Street, crossing the bi-directional bicycle path as detailed in Attachment A. Note 2 applies.
 - f. Approve that a bi-directional shared pedestrian/bicycle path be established on the south eastern side of Sparks Road commencing at its intersection with Rydal Street and extending in a south-westerly direction for a distance of 40 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
122. Existing Sparks Road - Lyttelton Street to Victors Road - Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on the both sides of Sparks Road from its intersection with Lyttelton Street to its intersection with Victors Road be revoked.
123. New Sparks Road North - Lyttelton Street to Waimokihi Place - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at its intersection with Lyttelton Street, and extending in a south-westerly direction for a distance of 55 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that a bus stop be installed on the north side of Sparks Road commencing at a distance 141 m southwest of its intersection with Lyttelton Street, and extending in a westerly direction for a distance of 14 m Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at a distance 19 m west its intersection with Waimokihi Place, and extending in a westerly direction for a distance of 70 m. The restriction is to apply at any time. Note 1 applies.
124. New Sparks Road South - Lyttelton Street to Hoon Hay Road - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the south side of Sparks Road commencing at a distance 14 m southwest its intersection with Lyttelton Street, and extending in a south-west then westerly direction for a distance of 31 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Sparks Road commencing at a distance 45 m southwest its intersection with Lyttelton Street, and extending in a south-west then westerly direction for a distance of 251 m. The restriction is to apply at any time. This parking restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - c. Approve that a bus stop be installed on the south side of Sparks Road commencing at a distance 296 m southwest of its intersection with Lyttelton Street, and extending in a westerly direction for a distance of 14 m. This parking restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.

- d. Approve that the stopping of vehicles be prohibited on the south side of Sparks Road commencing at a distance 310 m southwest of its intersection with Lyttelton Street, and extending in a westerly direction for a distance of 157 m. The restriction is to apply at any time. This parking restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
125. New Sparks Road North - Waimokihi Place to Pablo Place - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at a distance 4 m west its intersection with Waimokihi Place, and extending in a westerly direction for a distance of 8 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at a distance 24 m west its intersection with Waimokihi Place, and extending in a westerly direction for a distance of 70 m. The restriction is to apply at any time. Note 1 applies.
126. Existing Waimokihi Place Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Waimokihi Place from its intersection with Sparks Road to a point 10 m north of it intersection with Sparks Road be revoked. Note 1 applies.
127. New Waimokihi Place Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the east side of Waimokihi Place commencing at its intersection with Sparks Road, and extending in a northerly direction for a distance of 10 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the west side of Waimokihi Place commencing at its intersection with Sparks Road, and extending in a northerly direction for a distance of 10 m. The restriction is to apply at any time. Note 2 applies.
128. Approve that the stopping of vehicles be prohibited on the west side of Lyttelton Street commencing at a distance 11 m south its intersection with Sparks Road, and extending in a south easterly direction for a distance of 67 m. The restriction is to apply at any time. Note 2 applies.
129. New Sparks Road North - Pablo Place to Hoon Hay Road - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the North West side of Sparks Road commencing at its intersection with Pablo Place, and extending in a westerly direction for a distance of 18 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that a bus stop be installed on the south side of Sparks Road commencing at a distance 32 m west of its intersection with Pablo Place, and extending in a westerly direction for a distance of 14 m Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the south side of Sparks Road commencing at a distance 46 m west of its intersection with Pablo Place, and extending in a westerly direction for a distance of 76 m. The restriction is to apply at any time. Note 1 applies.
130. Existing Pablo Place Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Pablo Place from its intersection with Sparks Road to a point 10 m north of it intersection with Sparks Road be revoked. Note 1 applies.
131. New Pablo Place Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the west side of Pablo Place commencing at its intersection with Sparks Road, and extending in a northerly direction for a distance of 10 m. The restriction is to apply at any time. Note 2 applies.
132. Existing intersection - Sparks Road / Hoon Hay Road - Traffic Controls
- a. Approve that all traffic controls at the intersection of Sparks Road and Hoon Hay Road be revoked.
133. New intersection - Sparks Road / Hoon Hay Road - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Sparks Road and Hoon Hay Road, as detailed in Attachment A.
 - b. Approve that the intersection of Sparks Road and Hoon Hay Road be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A.
 - c. Approve that a special vehicle lane for the use of south-east bound bicycles only, be established on the north-east side of Hoon Hay Road against the kerb, commencing at a point 88 m north-west of its intersection with Sparks Road and extending in a south-easterly direction for 82 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
 - d. Approve that a special vehicle lane for the use of south-eastbound bicycles only, be established on the north-east side of Hoon Hay Road against the kerb, commencing at a point 5 m south-east of its intersection with Sparks Road and extending in a south-easterly direction for 85 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
 - e. Approve that a special vehicle lane for the use of north-westbound bicycles only, be established on the south-west side of Hoon Hay Road against the kerb, commencing at a point 82 m south-east of its intersection with Sparks Road and extending in a north-westerly direction for 77 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
 - f. Approve that a special vehicle lane for the use of north-westbound bicycles only, be established on the south-west side of Hoon Hay Road against the kerb, commencing at a point 6 m north-west of its intersection with Sparks Road and extending in a north-westerly direction for 64 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
 - g. Approve that a special vehicle lane for the use of north-westbound bicycles only, be established on the south-west side of Hoon Hay Road against the kerb, commencing at a point 84 m north-west of its intersection with Sparks Road and extending in a north-westerly direction for 15 m. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic-parking bylaw 2008.
 - h. Approve that a bi-directional shared pedestrian/bicycle path be established on the south-eastern side of Sparks Road commencing at its intersection with Hoon Hay Road and extending in a north-easterly direction for a distance of 11 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.

- i. Approve that a bi-directional shared pedestrian/bicycle path be established on the south-western side of Sparks Road commencing at its intersection with Hoon Hay Road and extending in a south-westerly direction for a distance of 12 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
134. Existing Hoon Hay Road - Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Hoon Hay Road from a point 100 m north west of its intersection with Sparks Road to a point 90 m south east of its intersection with Sparks Road be revoked. Note 1 applies.
135. New Hoon Hay Road - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north east side of Hoon Hay Road commencing at a distance 6 m north west its intersection with Sparks Road, and extending in a north westerly direction for a distance of 82 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south west side of Hoon Hay Road commencing at a distance 6 m north west its intersection with Sparks Road, and extending in a north westerly direction for a distance of 64 m. The restriction is to apply at any time. Note 2 applies.
 - c. Approve that a bus stop be installed on the south west side of Hoon Hay Road commencing at a distance 70 m north west its intersection with Sparks Road, and extending in a north westerly direction for a distance of 14 m. The restriction is to apply at any time. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited on the south west side of Hoon Hay Road commencing at a distance 84 m north west its intersection with Sparks Road, and extending in a north westerly direction for a distance of 16 m. The restriction is to apply at any time. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited on the north east side of Hoon Hay Road commencing at a distance 5 m south east its intersection with Sparks Road, and extending in a south easterly direction for a distance of 70 m. The restriction is to apply at any time. Note 2 applies.
 - f. Approve that the stopping of vehicles be prohibited on the south west side of Hoon Hay Road commencing at a distance 5 m south east its intersection with Sparks Road, and extending in a south easterly direction for a distance of 81 m. The restriction is to apply at any time. Note 2 applies.
136. Existing intersection - Sparks Road / Rydal Street - Traffic Controls
- a. Approve that all traffic controls at the intersection of Sparks Road and Rydal Street be revoked.
137. New intersection - Sparks Road / Rydal Street - Traffic Controls
- a. Approve that Rydal Street be one way north to south from its intersection with Sparks Road to a point 9 m south of its intersection with Sparks Road as detailed in Attachment A. This one way section was added to the Register of One Way Streets in the Traffic and Parking Bylaw 2008.
 - b. Approve that northbound traffic is prohibited on Rydal Street commencing at its intersection with Sparks Road and extending in a southerly direction for a distance of 9 m as detailed in Attachment A.

- c. Approve that the right turn movement from Sparks Road into Rydal Street is prohibited.
138. New Sparks Road Crossing - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes and road surface changes on Sparks Road at the pedestrian and cycle crossing as detailed in Attachment A. Note 2 applies.
 - b. Approve that a pedestrian and cycle crossing, controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Action - Traffic Control Devices Rule 2004, be installed on Sparks Road at a point 40 m south-west of its intersection with Rydal Street.
139. Existing intersection - Sparks Road / Maryhill Avenue - Traffic Controls
- a. Approve that all traffic controls at the intersection of Sparks Road and Maryhill Avenue be revoked.
140. New intersection - Sparks Road / Maryhill Avenue - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Sparks Road and Maryhill Avenue, as detailed in Attachment A.
 - b. Approve that a Give Way control be placed against Maryhill Avenue at its intersection with the north-western side of Sparks Road, as detailed in Attachment A.
141. New Sparks Road North - Hoon Hay Road to Maryhill Avenue - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at a distance 7 m west its intersection with Hoon Hay Road, and extending in a westerly direction for a distance of 10 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that the parking of vehicles be restricted to a maximum period of three minutes on the north side of Sparks Road commencing at a distance 114 m west of its intersection with Hoon Hay Road, and extending in a westerly direction for a distance of 27 m. The restriction is to apply during school days only between the hours of 8:15am and 9:15am and also 2:30pm and 3:30pm. Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at a distance 168 m west of its intersection with Hoon Hay Road, and extending in a westerly direction for a distance of 6 m. The restriction is to apply at any time. Note 1 applies.
 - d. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at a distance 179 m west of its intersection with Hoon Hay Road, and extending in a westerly direction for a distance of 12 m. The restriction is to apply at any time. Note 1 applies.
 - e. Approve that the parking of vehicles be restricted to a maximum period of three minutes on the north side of Sparks Road commencing at a distance 191 m west of its intersection with Hoon Hay Road, and extending in a westerly direction for a distance of 30 m. The restriction is to apply during school days only between the hours of 8:15am and 9:15am and also 2:30pm and 3:30pm. Note 1 applies.
 - f. Approve that the parking of vehicles be restricted to a maximum period of three minutes on the north side of Sparks Road commencing at a distance 295 m west of its intersection with Hoon Hay Road, and extending in a westerly direction for a distance of 47 m. The

restriction is to apply during school days only between the hours of 8:15am and 9:15am and also 2:30pm and 3:30pm. Note 1 applies.

- g. Approve that a bus stop be installed on the north side of Sparks Road commencing at a distance 221 m west of its intersection with Hoon Hay Road, and extending in a westerly direction for a distance of 19 m Note 1 applies.
 - h. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at a distance 420 m west of its intersection with Hoon Hay Road, and extending in a westerly direction for a distance of 14 m. The restriction is to apply at any time. Note 2 applies.
142. New Sparks Road South - Hoon Hay Road to Victors Road - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the south side of Sparks Road commencing at a distance 9 m west of its intersection with Hoon Hay Road, and extending in a westerly direction for a distance of 168 m. The restriction is to apply at any time. This parking restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Sparks Road commencing at a distance 182 m west of its intersection with Hoon Hay Road, and extending in a westerly direction for a distance of 1,414 m. The restriction is to apply at any time. This parking restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
143. Existing Rydal Street - Sparks Road to Northaw Street - Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Rydal Street from its intersection with Sparks Road and extending in a north westerly direction for a distance of 25 m be revoked
144. New Rydal Street - Sparks Road to Northaw Street - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north east side of Rydal Street commencing at a distance 25 m south east of its intersection with Sparks Road, and extending in a north westerly direction following the kerb line (around the cul-de-sac) west then south west for a distance of 38 m. The restriction is to apply at any time. Note 2 applies.
145. Existing Maryhill Avenue - Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Maryhill Avenue from its intersection with Sparks Road and extending in a north westerly direction for a distance of 22 m be revoked
146. New Maryhill Avenue - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the northeast side of Maryhill Avenue commencing at its intersection with Sparks Road, and extending in a north-westerly direction for a distance of 13 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the southwest side of Maryhill Avenue commencing at its intersection with Sparks Road, and extending in a north-westerly direction for a distance of 22 m. The restriction is to apply at any time. Note 2 applies.
147. New Sparks Road North - Maryhill Avenue to Gainsborough Street - Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at its intersection with Maryhill Avenue, and extending in a westerly direction for a distance of 19 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that a bus stop be installed on the north side of Sparks Road commencing at a distance 62 m west of its intersection with Maryhill Avenue, and extending in a westerly direction for a distance of 17 m Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at a distance 111 m west of its intersection with Maryhill Avenue, and extending in a westerly direction for a distance of 15 m. The restriction is to apply at any time. Note 1 applies.
148. Existing intersection - Sparks Road - Gainsborough Street - Traffic Controls
- a. Approve that all traffic controls at the intersection of Sparks Road and Gainsborough Street be revoked.
149. New intersection - Sparks Road / Gainsborough Street - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Sparks Road and Gainsborough Street, as detailed in Attachment A.
 - b. Approve that a Give Way control be placed against Gainsborough Street at its intersection with the north-western side of Sparks Road, as detailed in Attachment A.
150. Existing Gainsborough Street - Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Gainsborough Street from its intersection with Sparks Road and extending in a north westerly direction for a distance of 10 m be revoked
151. New Gainsborough Street - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north east side of Gainsborough Street commencing at its intersection with Sparks Road, and extending in a north westerly direction for a distance of 10 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south west side of Gainsborough Street commencing at its intersection with Sparks Road, and extending in a north westerly direction for a distance of 10 m. The restriction is to apply at any time. Note 2 applies.
152. Existing intersection - Sparks Road / Victors Road - Traffic Controls
- a. Approve that all traffic controls at the intersection of Sparks Road and Victors Road be revoked.
153. New intersection - Sparks Road / Victors Road - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Sparks Road and Victors Road, as detailed in Attachment A.
 - b. Approve that a Give Way control be placed against Victors Road at its intersection with the north-western side of Sparks Road, as detailed in Attachment A.
 - c. Approve that a bi-directional shared pedestrian/bicycle path be established on the north-western side of Sparks Road commencing at its intersection with Victors Road and extending in a south-westerly direction for a distance of 16 m, as detailed on Attachment

- A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
- d. Approve that a bi-directional shared pedestrian/bicycle path be established on the south-western side of Sparks Road commencing at its intersection with Victors Road and extending in a north-easterly direction for a distance of 19 m, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
154. New Sparks Road North - Gainsborough Street to Victors Road - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at its intersection with Gainsborough Street, and extending in a westerly direction for a distance of 21 m. The restriction is to apply at any time. Note 1 applies.
 - b. Approve that a bus stop be installed on the north side of Sparks Road commencing at a distance 215 m west of its intersection with Gainsborough Street, and extending in a westerly direction for a distance of 14 m Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at a distance 233 m west of its intersection with Gainsborough Street, and extending in a westerly direction for a distance of 19 m. The restriction is to apply at any time. Note 2 applies.
155. Existing Victors Road - Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on both sides of Victors Road from its intersection with Sparks Road and extending in a north westerly direction for a distance of 28 m be revoked
156. New Victors Road - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the northeast side of Victors Road commencing at its intersection with Sparks Road, and extending in a north-westerly direction for a distance of 28 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the southwest side of Victors Road commencing at its intersection with Sparks Road, and extending in a north-westerly direction for a distance of 23 m. The restriction is to apply at any time. Note 2 applies.
157. New Sparks Road North - Victors Road to Henderson's Road - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at its intersection with Victors Road, and extending in a westerly direction for a distance of 16 m. The restriction is to apply at any time. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the north side of Sparks Road commencing at a distance 67 m west of its intersection with Victors Road, and extending in a westerly direction for a distance of 28 m. The restriction is to apply at any time. Note 2 applies.

Councillor Galloway/Councillor Clearwater

Carried

9. Mowing of river bank trial

Staff Recommendations

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the attached River Bank Cutting Trial Results and Way Forward Report.
2. Note that staff will report back on the following:
 - a. The final maps which delineate the “minimal cut” zones and other defined areas. As per clause 16 of Attachment A.
 - b. The long term planting strategy, as per clause 17 of Attachment A.
 - c. The education and communication plan, as per clause 19 and 20 of Attachment A.

Committee Resolved ITEC/2018/00017

Part C

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the attached River Bank Cutting Trial Results and Way Forward Report.
2. Note that staff will report back on the following:
 - a. The final maps which delineate the “minimal cut” zones and other defined areas. As per clause 16 of Attachment A.
 - b. The long term planting strategy, which includes access to the waterways, as per clause 17 of Attachment A.
 - c. The education, communication and collaboration plan, as per clause 19 and 20 of Attachment A.

Councillor Keown/Councillor Galloway

Carried

10. Three Waters and Waste report - February 2018

Staff Recommendations

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the Three Waters and Waste February 2018 report attached.

Committee Resolved ITEC/2018/00018

Part C

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the Three Waters and Waste February 2018 report attached.

Councillor Clearwater/Councillor Davidson

Carried

Meeting concluded at 3.12pm.

CONFIRMED THIS 11TH DAY OF APRIL 2018.

**COUNCILLOR PAULINE COTTER
CHAIRPERSON**