
Urban Development and Transport Committee

AGENDA

Notice of Meeting:

An ordinary meeting of the Urban Development and Transport Committee will be held on:

Date: Wednesday 12 August 2020
Time: 2pm
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Councillor Mike Davidson
Deputy Chairperson	Councillor Phil Mauger
Members	Mayor Lianne Dalziel
	Deputy Mayor Andrew Turner
	Councillor Jimmy Chen
	Councillor Catherine Chu
	Councillor Melanie Coker
	Councillor Pauline Cotter
	Councillor James Daniels
	Councillor Anne Galloway
	Councillor James Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Tim Scandrett
	Councillor Sara Templeton

7 August 2020

Principal Advisor

Brendan Anstiss
General Manager Strategy &
Transformation
Tel: 941 8472

Nathaniel Heslop
Committee and Hearings Advisor
941 6444
nathaniel.heslop@ccc.govt.nz
www.ccc.govt.nz

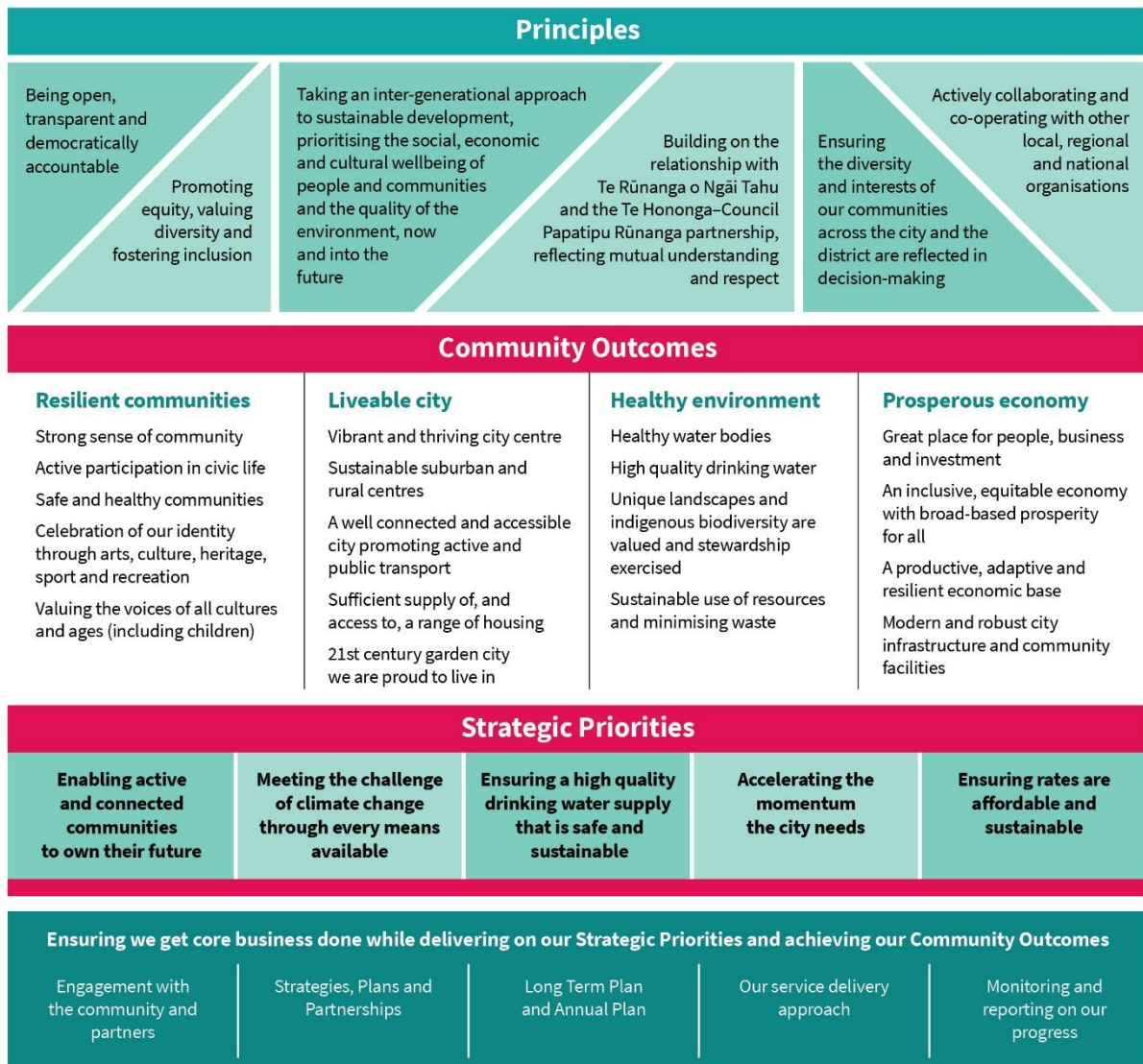
Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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URBAN DEVELOPMENT AND TRANSPORT COMMITTEE OF THE WHOLE - TERMS OF REFERENCE / NGĀ ĀRAHINA MAHINGA

Chair	Councillor Davidson
Deputy Chair	Councillor Mauger
Membership	The Mayor and All Councillors
Quorum	Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.
Meeting Cycle	Monthly
Reports To	Council

Delegations

The Council delegates to the Urban Development and Transport Committee authority to:

- Monitor and make decisions regarding the Council's Roads, footpaths and streetscapes in accordance with the Council's Long Term Plan.
- Monitor and make decisions on the Council's Transport functions including road operations, parking, public transport, cycle ways, harbours and marine structures in accordance with the Council's Long Term Plan.
- Make all decisions in connection with the Major Cycleway Routes programme, including final route selections and anything precedent to the exercise by the Council of its power to acquire any property, subject to:
- The Committee and affected Community Boards being briefed prior to any public consultation commencing on any Major Cycleway Route project.
- Receive regular updates from the Greater Christchurch Partnership Committee, and the Greater Christchurch Joint Public Transport Committee
- Make decisions regarding the District Plan.

Bylaws

The Council delegates to the Committee authority to:

- Oversee the development of new bylaws within the Committee's terms of reference, up to and including adopting draft bylaws for consultation.
- Oversee the review of the following bylaws, up to and including adopting draft bylaws for consultation.
 - Cruising and Prohibited Times on Roads Bylaw 2014
 - Marine, River and Lake Facilities Bylaw 2017
 - Stock on Roads Bylaw 2017
 - Traffic and Parking Bylaw 2017

Submissions

- The Council delegates to the Committee authority:

- To consider and approve draft submissions on behalf of the Council on topics within its terms of reference. Where the timing of a consultation does not allow for consideration of a draft submission by the Council or relevant Committee, that the draft submission can be considered and approved on behalf of the Council.

District Plan Appeals

The Committee is authorised to:

- Consider and resolve any consent orders requested in respect of any proceedings before the Environment Court regarding any appeal on the Christchurch District Plan.
 - Authorise counsel and Council witnesses to call evidence in support of a compromise position or positions in the alternative for the purpose of endeavouring to agree with the parties in terms of a consent order in respect of any proceedings before the Environment Court arising out of the Council's decisions on the Christchurch District Plan.
 - Authorise any one or more officers holding the positions listed below to participate in a mediation of any proceeding before the Environment Court arising out of the First Schedule to the Resource Management Act 1991.
 - This authority shall include the power to commit the Council to a binding agreement to resolve the proceeding, provided it does not require any Council expenditure not authorised by a Council delegation. Part D - Sub-Part 1 – Community Boards 159 Delegation Date Amended
 - Any authority given under this delegation shall be on such terms and conditions as the Committee considers appropriate.
- Authorised positions:**
- Head of Legal
 - Associate General Counsel
 - Corporate Counsel
 - Head of Planning and Strategic Transport
 - Team Leader City Planning
 - Principal Advisors, Planning
 - The exercise of such delegated powers shall be reported to the Council on a six-monthly basis
- Authorise any two or more officers who, for the time being, hold any of the following positions to jointly consider, and resolve by consent order, any appeal to the Environment Court against a decision of Council on submissions to the Christchurch District Plan, where the appeal relates to an alteration of minor effect or the correction of a minor error.

Authorised positions:

- Head of Legal
- Associate General Counsel
- Corporate Counsel
- Head of Planning and Strategic Transport
- Team Leader City Planning
- Principal Advisors, Planning
- Make decisions, on behalf of the Council, in relation to any High Court proceedings arising out of decisions by the Environment Court on the Christchurch District Plan provided such decisions are consistent with professional advice.

Limitations

- This Committee does not have the authority to set project budgets, identify preferred suppliers or award contracts. These powers remain with the Finance and Performance Committee.
- The general delegations to this Committee exclude any specific decision-making powers that are delegated to a Community Board, another Committee of Council or Joint Committee. Delegations to staff are set out in the delegations register.
- The Council retains the authority to adopt policies, strategies and bylaws.

Chairperson may refer urgent matters to the Council

As may be necessary from time to time, the Committee Chairperson is authorised to refer urgent matters to the Council for decision, where this Committee would ordinarily have considered the matter. In order to exercise this authority:

- The Committee Advisor must inform the Chairperson in writing the reasons why the referral is necessary
- The Chairperson must then respond to the Committee Advisor in writing with their decision.
- If the Chairperson agrees to refer the report to the Council, the Council may then assume decision making authority for that specific report.

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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Karakia Timatanga

1. Apologies / Ngā Whakapāha

Mayor Dalziel has a leave of absence.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

That the minutes of the Urban Development and Transport Committee meeting held on [Wednesday, 11 March 2020](#) be confirmed (refer page 8).

4. Public Forum / Te Huinga Whānui

A period of up to 30 minutes will be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

OR

There will be no public forum at this meeting

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

There were no deputations by appointment at the time the agenda was prepared.

6. Presentation of Petitions / Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.

Urban Development and Transport Committee OPEN MINUTES

Date: Wednesday 11 March 2020
Time: 2pm
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Councillor Mike Davidson
Councillor Phil Mauger
Mayor Lianne Dalziel
Deputy Mayor Andrew Turner
Councillor Jimmy Chen
Councillor Catherine Chu
Councillor Melanie Coker
Councillor Pauline Cotter
Councillor James Daniels
Councillor Anne Galloway
Councillor James Gough
Councillor Yani Johanson
Councillor Sam MacDonald
Councillor Jake McLellan
Councillor Tim Scandrett
Councillor Sara Templeton

11 March 2020

Principal Advisor

Brendan Anstiss
General Manager Strategy &
Transformation
Tel: 941 8472

Nathaniel Heslop
Committee and Hearings Advisor
941 6444
nathaniel.heslop@ccc.govt.nz
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Unconfirmed

-
- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

Karakia Timatanga: Delivered by Councillor Galloway

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C

Committee Resolved UDATC/2020/00008

That the apologies received from Councillor Keown for absence, the apology from Councillors Coker, Daniels and Johanson for lateness and the apology for early departure from the Mayor be accepted.

Councillor Scandrett/Councillor Chen

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

Part C

Committee Resolved UDATC/2020/00009

That the minutes of the Urban Development and Transport Committee meeting held on Wednesday, 12 February 2020 be confirmed.

Councillor Coker/Councillor MacDonald

Carried

4. Public Forum / Te Huinga Whānui

Part B

There were no public forum presentations.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

Councillor Johanson entered the meeting at 2.08pm during the discussion of item 7.
Councillor Daniels entered the meeting at 2.09pm during the discussion of item 7.
Mayor Dalziel left the meeting at 2.19pm and was not present to vote on item 7.
Councillor Coker entered the meeting at 2.43pm during the discussion of item 7.

7. Transport Bi-Monthly Report to Urban Development and Transport Committee

Secretarial Note: *The Committee requested a Memorandum on the following:*

- *What is the process for the Committee to inform decision making on the placement and luminosity of LED's in areas of ecological significance, and whether people who made a deputation on this issue have received a copy of the memo Officers distributed to the Mayor and Councillors.*

Committee Comment

1. Committee accepted the Officer Recommendation with an additional Resolution 2.

Officer Recommendations

That the Urban Development and Transport Committee:

1. Receive the information in the report.

Committee Resolved UDATC/2020/00010

Part B

That the Urban Development and Transport Committee:

1. Receive the information in the report.
2. Request officers work with Councillors Cotter, Daniels, Davidson, Galloway and Templeton on the development of the accessible streets submission noting that this item is reporting to the Three Waters Infrastructure and Environment Committee on 22 April 2020.

Councillor Templeton/Councillor Chen

Carried

Karakia Whakamutunga: Delivered by Councillor Galloway

Meeting concluded at 2.46pm.

CONFIRMED THIS 8TH DAY OF APRIL 2020

**COUNCILLOR MIKE DAVIDSON
CHAIRPERSON**

7. Proposed Bus Passenger Shelter Installation Opposite 290 Tuam Street

Reference / Te Tohutoro: 20/125318

Report of: Wayne Gallot, Team Leader – Traffic Operations,
Wayne.Gallot@ccc.govt.nz

General Manager: David Adamson, GM City Services, David.Adamson@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is to recommend the Urban Development and Transport Committee approve the installation of a bus passenger shelter at an existing bus stop located opposite 290 Tuam Street (refer to Attachment A).
- 1.2 The origin of the report is staff generated. The bus stop locations chosen by staff for shelters to be installed are typically the bus stops where the average weekday passenger boardings meet a demand threshold of more than 20 people boarding a bus per weekday. This means staff are targeting the bus stops that are most used by people accessing public transport.
- 1.3 Included in this report is the staff response back to the Urban Design and Transport Committee (UDATC) concerning a petition to install a bus stop shelter or real time passenger information at an existing bus stop beside Christchurch Community House, 301 Tuam Street. The staff response can be found in section 6 of this report.
- 1.4 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport helps the Council achieve its:
 - Strategic framework of providing a well-connected and accessible city promoting active and public transport, as well as meeting the challenge of climate change through every means available.
 - Long Term Plan outcome of improved user satisfaction of public transport facilities, through providing sheltered waiting areas for customers commuting by bus.
- 1.5 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 1.6 The level of significance was determined by consideration of the criteria set out in the Council's Significance and Engagement Policy and the requirements as set out in section 339 of the Local Government Act:
 - 1.6.1 The section 339 Local Government Act requirements for engagement are "*The council shall give notice in writing of its proposal to erect any shelter under this section to the occupier and, if he is not also the owner, to the owner of any land the frontage of which is likely to be injuriously affected by the erection of the shelter*".
- 1.7 This report only recommends the approval of shelters for which no objection has been received during the consultation process from the owner or occupier of an affected property.

2. Officer Recommendations / Ngā Tūtohu

1. The Urban Development and Transport Committee resolves to:

Approve, in accordance with Section 339(1) of the Local Government Act 1974, the installation of a bus passenger shelter at 176 Lichfield Street (opposite 290 Tuam Street) commencing at a point approximately 101 metres west of its intersection with Barbadoes Street and extending in a westerly direction for a distance of 3.6 metres.

3. Reason for Report Recommendations

- 3.1 Each year the Council installs bus passenger shelters to improve the sheltered waiting areas at bus stops. A bus passenger shelter is proposed for the bus stop location presented in this report, due to the average weekday passenger boardings meeting the demand threshold of more than 20 daily passenger boardings per weekday. The bus stop opposite 290 Tuam Street has an average of 31 passenger boardings per weekday (Monday to Friday, March, 2017-2019).
- 3.2 The location of the bus stop, and hence the proposed shelter, relative to their surrounding locality, is indicated in the Figure 1.



Figure 1: Bus stop beside 176 Lichfield Street (opposite 290 Tuam Street)

- 3.3 The proposed bus passenger shelter to be installed at the bus stop will be a Council shelter type. The image shown in Figure 2 is an example of what the shelter is likely to look like.



Figure 2: Example of the shelter type

- 3.4 The advantages of this recommended option include:
- Protection from the weather
 - Seating and timetable information provided within the shelter
 - Increases the visibility and legibility of public transport
- 3.5 The disadvantages of this recommended option include:
- Increase in the number of bus passenger shelters to be maintained by the Council

4. Alternative Options Considered

- 4.1 Option 2 – Do nothing, no bus passenger shelter is installed.
- 4.2 The ‘Do Nothing’ option does not assist the Council achieve its Long Term Plan or Strategic Framework outcomes as indicated in section 7 of this report.

5. Detail

Analysis Criteria / Ngā Paearu Wetekina

- 5.1 Staff assess each site based on the statutory requirement as set out in section 339 of the Local Government Act: “*The council may erect on the footpath of any road a shelter for use by intending public-transport passengers or small passenger service vehicle passengers, provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road*”.
- 5.2 Staff undertake geometric, road safety and bus stop best practice design assessments for each proposed shelter location. Examples of such as assessments include:
- The shelter will not restrict nearby driveway or intersection sightlines.
 - The shelter can be located at an appropriate location relative to the bus stop, which makes it a logical place for passengers to wait within the shelter.
 - That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
 - Does not adversely impact the underground utilities.

- Determine if other existing bus stop infrastructure needs to be relocated to ensure the location is accessible to the people who use the bus stop as well as the people who walk past the bus stop.
- Determine if other accessibility and operational improvements are needed to be made to optimise the usability of the bus stop, for example extending the footpath to the kerb to ensure there is a hardstand for customers boarding or exiting the bus, or marking the bus stop to the recommended bus stop length.

Community Views and Preferences / Ngā mariu ā-Hāpori

- 5.3 Consultation has been carried out with those specifically affected by this option due to the proximity of the property to the proposed shelter. In the case of this report, the shelter is located beside 176 Lichfield Street, which is under the ownership of the Christchurch Central Development Unit. The consultation period for the proposed shelter occurred from Monday 2 December 2019 to Monday 16 December 2019. The consultation notice and feedback form was posted by mail to the property owner, requesting their feedback.
- 5.4 A submission was received from the Christchurch Central Development Unit indicating they had no objection to the shelter being installed.
- 5.5 Environment Canterbury is responsible for providing public transport services. The Christchurch City Council is responsible for providing public transport infrastructure. The installation of the bus passenger shelters are supported by ECan.

6. InfoCouncil Action: UDATC/2020/00003

Petition - Proposal to upgrade Bus Stop 53246 at 301 Tuam Street

- 6.1 UDATC/2020/00003: *That the Urban Development and Transport Committee refers the issues raised in the petition to staff for investigating the option of installing a bus shelter or real time information at this location and report back to this Committee.*
- 6.2 The following image provides context to the location of the bus stop beside Christchurch Community House (301 Tuam Street) relative to the proposed bus stop shelter of this report.

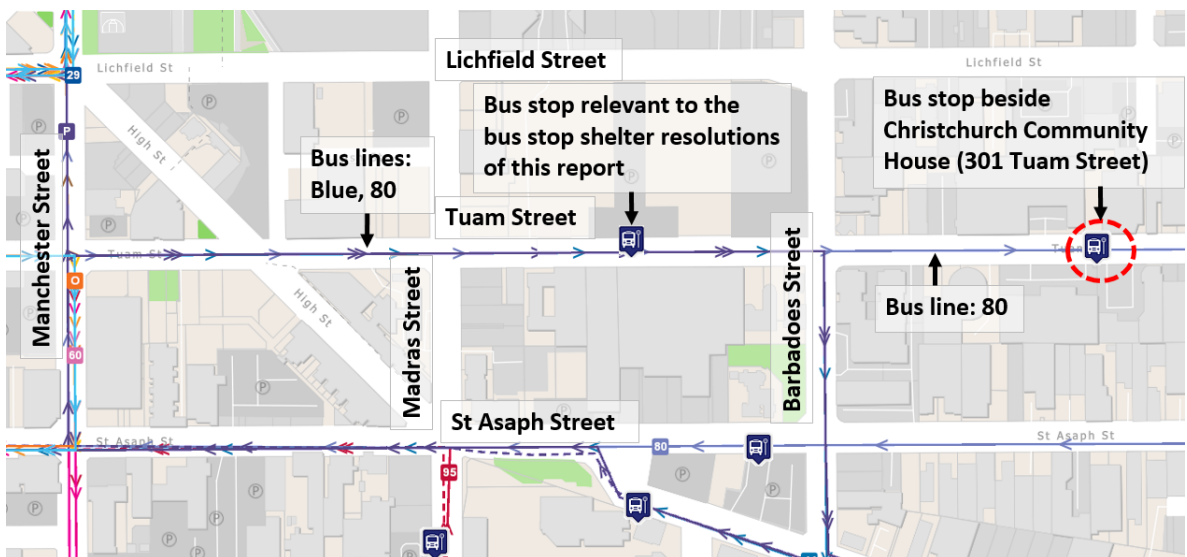


Figure 3: Bus stop location context

Investigate the option of installing a bus shelter

- 6.3 As referred to in section 3.1 the Council aims to provide shelters at bus stops where the average weekday passenger boardings meet a demand threshold of more than 20 people

boarding a bus per weekday. This means staff are targeting the bus stops that are most used by people accessing public transport. There are other situations that may be considered when determining whether or not to install a shelter, such as:

- If the bus stop is a primary connection point where people connect between multiple bus lines. However these bus stops tend to have higher passenger volumes.
- When the passenger volumes do not support the shelter provision, for example: catchment area type, type of bus service frequency or environmental exposure of the site.

6.4 The Council aims to provide seats at lower usage bus stops. Starting off at five passengers per day up to about 20 passengers per day. However, once it gets to the higher end of the range that is when the bus stop is likely to warrant a shelter and we'll get less long term benefit of having the standard bus stop seat installed. We get a longer lifespan from the seat if we install it at a bus stop that has lower passenger volumes (anything between five and 15 passenger boardings per day is ideal).

6.5 At the current time staff are not proposing to install a bus stop shelter beside Christchurch Community House (301 Tuam Street). The passenger usage of the bus stop is very low, an average of eight people use this bus stop per weekday to wait for a bus (Monday to Friday, March, 2017-2019).

6.5.1 It is the preference of staff that a seat is installed at the bus stop beside Christchurch Community House.

6.6 If the Urban Design and Transport Committee believe that Christchurch Community House is a facility that has a greater proportion of customers who have mobility issues and who are likely to use public transport, staff can commence the necessary work associated with bus stop shelter installations (budgeting, procurement of the shelter, consultation, approvals).

6.6.1 Note there is a consequence to this action, due to the amount of staff time and project cost associated with the supply and installation of the shelter (about \$13,500, plus another \$1,000+ for the associated staff time). It will take the place of another bus stop elsewhere in Christchurch where the passenger waiting demand is likely to be far greater.

Investigate the option of installing real time information

6.7 Real time passenger information can be delivered by different systems, such as on-street infrastructure and web-apps through the persons phone or computer.

6.8 On-street real time passenger information systems range in cost from about \$3,000 to \$20,000+ to install, plus on going fees for the maintenance of the infrastructure. This is an expensive solution that is more appropriate to key bus stops that have high passenger volumes and/or connecting services, not the type of bus stop beside 301 Tuam Street.

6.9 The provision of public assets such as a real time passenger information screen in a private facility could have a similar cost margin to on-street infrastructure, or more depending on complexity and would require the approval and cooperation of the property owner. Installation of Council owned real time passenger information systems in private facilities is very rare and is strongly discouraged due to the associated costs and complexities.

- 6.10 Online web-app real time passenger information is a much cheaper and more convenient way for people to find out the same information that could be provided on-street. Examples of online sources where you can easily find out real time passenger information include:
- Environment Canterbury's metro info 'next bus': <http://m.metroinfo.co.nz/NextBus>
 - If the person doesn't have a smart phone with touch screen the information can still be found via rtt.metroinfo.co.nz. Add your stop number into the search bar and it will show you when the next buses will come past your stop.
 - Metro have placed QR Codes on bus stop timetables around the city as another way to give you specific information on when the next bus is arriving at the bus stop you are standing at. By scanning the QR code on your smart phone it opens the Metro web page and displays when the next buses will come past your stop.
 - Christchurch City Councils 'on the go' travel information for the [bus network](#)
 - [Google transit app](#) for android phones.
- 6.11 Not everyone has access to smart devices. The Disabled Persons Assembly could ask the Christchurch Community House to nominate an active and public transport mode 'champion' to assist those without smart devices to access online real time passenger information.

7. Policy Framework Implications

Strategic Alignment

- 7.1 Council's Strategic Framework is a key consideration in guiding the recommendations in this report. The recommendations in this report help achieve the:
- community outcome of a well-connected and accessible city promoting active and public transport, and
 - strategic priorities of meeting the challenge of climate change through every means available.
- 7.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 7.2.1 Activity: Public Transport Infrastructure
- Level of Service: 10.4.4 Improve user satisfaction of public transport facilities. - ≥ 7.3

Policy Consistency

- 7.3 The decision is consistent with Council's Plans, Policies and Strategic Framework.

Impact on Mana Whenua

- 7.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations

- 7.5 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport make it a more attractive travel option, thereby supporting mode shift and the associated benefits to the environment.

Accessibility Considerations

- 7.6 Accessibility by access to opportunities: Improvements to bus stops have a positive impact to the well-being and accessibility of our community through freedom to access opportunities by other means than the private vehicle.
- 7.7 Accessibility by inclusive design: The placement of the shelter considers the accessibility and movement needs of those waiting for a bus and those walking past the shelter that their way is unimpeded.

8. Resource Implications

Capex/Opex

- 8.1 Cost to Implement - \$13,500 for the shelter supply and installation, plus \$2,000 for the planning, consultation and preparation of this report.
- 8.2 Maintenance/Ongoing costs - Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.
- 8.3 Funding Source – Traffic Operations, Capital Expenditure budget for bus stop, seating and shelter installations.
- 8.4 If approved, the recommendations will be implemented prior to the end of financial year 2019-2020. If the current stock of shelters is not suitable for this site, purchase of the appropriate style of shelter may delay the installation by approximately three months.

9. Legal Implications

Statutory power to undertake proposals in the report

- 9.1 Under Section 339 of the Local Government Act 1974, the Council may erect on the footpath of any road, a shelter for use by intending public transport passengers or small passenger service vehicle passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.
- 9.2 Staff confirm the shelters will not prevent vehicular or pedestrian access to any land having a frontage to the road.
- 9.3 The relevant Community Board or Committee have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of bus passenger shelters. The site of interest relevant to this report falls within the Central City Area (Plan A). Responsibilities, duties and powers to recommend for approval the installation of a shelter for use of intending public transport passengers or taxi passengers within the Central City Area are reported to the Urban Development and Transport Committee.
- 9.4 Where no objection to the shelter has been presented by the owner or occupier of an affected property, staff present a decision making report directly to the relevant Community Board or Committee.
- 9.5 Where an objection has been presented by the owner or occupier of an affected property, staff present a decision making report to a Hearings Panel. The Hearings Panel then assess the objection against the criterion as outlined in Section 339 of the Act and make recommendations to the relevant Community Board or Committee. The Community Board or

Committee will then determine the outcome of the objections in accordance with criterion outlined in Section 339 of the Local Government Act 1974.

Other Legal Implications

- 9.1 There is no legal context, issue or implication relevant to this decision.
- 9.2 This report has not been reviewed and approved by the Legal Services Unit.

10. Risk Management Implications

- 10.1 Should the Urban Development and Transportation Committee proceed with the 'Do Nothing' option (Option 2 of this report), the existing passenger waiting facilities remain, leading to no improvement to the level of service for passengers waiting for a bus. This may reduce patronage on wet days, as passengers may choose another mode of travel as there is no shelter provided at the bus stop.
- 10.2 The 'Do Nothing' option does not assist the Council achieve its Long Term Plan or Strategic Framework outcomes.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Bus passenger shelter plan for approval: Opposite 290 Tuam Street - 20/186935	21

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	Not applicable

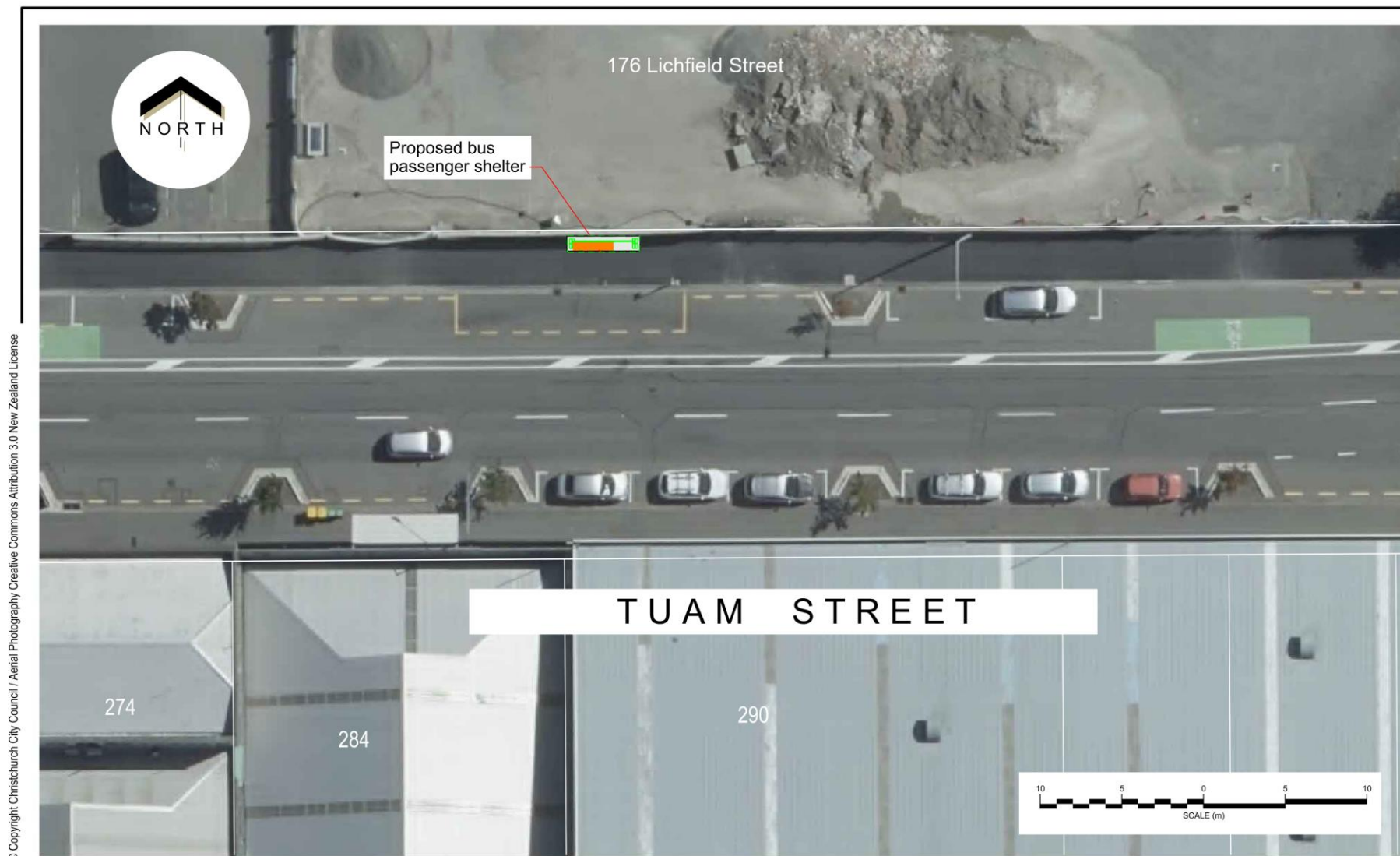
Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.



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Christchurch
City Council

176 Lichfield Street (opp 290 Tuam Street)

Proposed Bus Passenger Shelter
For Board Approval

Attachment A

Original Plan Size: A4

ISSUE. 1 29/11/2019
TG135620 MJR

8. District Plan Work Programme

Reference / Te Tohutoro: 20/269501

Report of / Te Pou Matua:	David Falconer, Team Leader City Planning, david.falconer@ccc.govt.nz & Mark Stevenson, Team Leader City Planning, mark.stevenson@ccc.govt.nz
General Manager / Pouwhakarae:	Brendan Anstiss, General Manager Strategy and Transformation, brendan.anstiss@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 Since the District Plan was made operative in 2017, there have been a number of issues identified that need to be addressed to ensure the District Plan is fit for purpose and achieving what is anticipated. Through prioritising of these issues, a District Plan work programme of Council led plan changes has been defined. This work programme has been workshopped with Councillors in February and March 2020 (and prior, with Community Board Chairs), and final approving has been pending resumption of Committees (post-Covid-19 changes).
- 1.2 The purpose of this report is to seek approval to the District Plan programme of plan changes.
- 1.3 The decision in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 1.3.1 While the level of significance will vary, plan changes to the District Plan can have a range of social, cultural economic and cultural impacts, including impacts on Maori culture and traditions. There are also possible costs and risks to the Council, ratepayers and the wider community.
 - 1.3.2 The benefits and costs, and risks of each plan change will be considered as a part of the evaluation required for any plan change under the Resource Management Act and which will be presented to the Committee for approval ahead of notifying any plan change.
 - 1.3.3 Community engagement and consultation will be undertaken for each individual plan change, which will vary according to the nature of the change and potential impacts.

2. Officer Recommendations / Ngā Tūtohu

That the Urban Development and Transport Committee:

1. Approves the prioritisation of the plan changes to the District Plan as listed in paragraph 5.5 of the report and for staff to proceed with the preparation of these plan changes.
2. Approves the delegation to the General Manager Strategy and Transformation to authorise work on other priority plan changes required to the District Plan that do not alter the list of plan changes subject to Recommendation 1.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 On the 11 December 2019 the Urban Development and Transport Committee resolved (UDATC/2019/00003) That the Committee:
1. Receive the report.
 2. Request staff to organise a workshop with Councillors early in the new year on potential changes to the District Plan in order to inform prioritisation of the work programme.
 3. Request staff to report back to the Committee following the workshop for a decision on the prioritised District Plan changes work programme.
- 3.2 Briefings with the Committee were held in February and March and this report is to fulfil resolution 3 above.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 An alternative option considered, but ruled out, was to not make any changes to the District Plan at this time. This will not achieve the Level of Service: 9.5.1.1 to maintain an operative District Plan.
- 4.2 There are options available to Council in respect of the matters prioritised for plan changes. Council staff have evaluated a long-list of more than 300 issues identified to date against criteria and identified the priorities. The evaluation of the long list resulted in the creation of a list of priority plan changes, which are outlined in paragraph 5.5. These plan changes scored highest against the criteria and are deemed to be a priority to progress. The criteria included strategic and legal considerations, the level of community interest, the significance of the issue and the implications of the issue. This provides a robust basis for proceeding with the current list of priority plan changes.
- 4.3 Any consideration of other issues as a high priority, including a review of Objective 3.3.2 to minimise reliance on resource consent processes and notification requirements, requires resourcing. If the Committee were to resolve that a review of Objective 3.3.2 is given a priority, one or more other priorities would need to be delayed.

5. Detail / Te Whakamahuki

- 5.1 The Christchurch District Plan is prepared under the Resource Management Act to achieve the sustainable management of natural and physical resources. It defines outcomes of what is sought for the City (Objectives), including its future form, and how the Objectives are achieved (Policies). Rules in the District Plan are a method to define where different land use activities are anticipated, including those that require resource consent.
- 5.2 The District Plan defines areas for housing, business and other activities, as well as those areas at risk of hazards and other constraints to development, while seeking to provide certainty for investment and development.
- 5.3 The District Plan must give effect to, or not be inconsistent with, direction in policy documents prepared at a national and regional level, in particular national and regional policy statements; together with Recovery Plans and Regeneration Plans prepared under earthquake legislation.
- 5.4 The Christchurch District Plan was made operative in 2017 following decisions of the Independent Hearings Panel, appointed under an Order in Council known as the Canterbury Earthquake (Christchurch Replacement District Plan) Order 2014. The Order in Council, which

precluded Council from making changes to the District Plan until 2021, was revoked on the 18th of March 2019 following Council's request to the Minister for Greater Christchurch Regeneration. Thus the Council can propose plan changes to the District Plan.

- 5.5 The priority plan changes, forming the plan change programme for the City Planning Team are summarised below, including those forming part of the first omnibus plan change (not necessarily in order of progress / priority):

Immediate priorities

- Omnibus 1
 - Strategic Objective on the Centres based approach
 - Commercial chapter
 - Industrial chapter
 - Home occupations
 - Zoning and overlay changes
 - Noise sensitive activities near roads and rail corridors
- Homeshare accommodation
- Implementation of National Policy Statement for Urban Development/ Design of Multi-Unit Developments
- Significant indigenous vegetation
- Kāinga Nohoanga/ Papakāinga

Timing to be confirmed (Dependent on national direction/ technical work OR as resources become available)

- Omnibus 2
 - Residential chapter improvements
 - Non-residential activities
 - Signs
 - Waimakariri Stopbank setback
 - Acoustic insulation within the Air Noise Boundary
 - Transport
 - Definitions
 - Coastal hazards
 - Ngai Tahu Sites of Cultural Significance (Dependent on technical assessments being completed)
 - Heritage (Dependent on technical assessments being completed)
 - Review of Limited Notification Clauses (Dependent on Review of the Resource Management Act)
 - Sites of Ecological Significance (Dependent on technical assessments being completed)
- 5.6 The omnibus plan change identified above is the first 'package' of changes proposed and it is anticipated that other topics listed above will be packaged together as omnibus changes. Notwithstanding this, some topics will continue as individual plan changes, reflecting the significance of the issues e.g. homeshare accommodation.
- 5.7 In addition to the list above, there will be changes required to give effect to emerging national policy direction, including a National Policy Statement on Urban Development.
- 5.8 Notwithstanding the above, the recommendation enables the General Manager Strategy and Transformation to authorise work on plan changes additional to those listed in paragraph 5.5 where issues may arise. Where such changes may affect work on the prioritised list of plan changes recommended for approval under this report, approval shall be sought from the committee.

- The decision affects all wards/Community Board areas.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

6.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

6.1.1 Activity: Strategic Planning and Policy

- Level of Service: 9.5.1.1 Guidance on where and how the city grows through the District Plan. - Maintain operative District Plan

Policy Consistency / Te Whai Kaupapa here

6.2 The decision is consistent with Council's Plans and Policies, including Objectives of the District Plan.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions. Some of the potential plan changes will consider these aspects and a report will come before Council before any changes are proposed.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

6.4 This decision does not have a significant impact on climate change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.5 This decision does not have a significant impact on accessibility.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement - Costs for developing the Plan changes will come from existing budgets
- 7.2 Maintenance/Ongoing costs - To be determined through the process
- 7.3 Funding Source - The existing budget of the Planning and Strategic Transport Unit will be drawn on to deliver the programme of plan changes.

8. Legal Implications / Ngā Hīraunga ā-Ture

8.1 This report has been seen and approved by the Legal Services Unit.

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

8.2 The Urban Development and Transport Committee have delegated authority to make decisions on the District Plan

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

8.1 The legal consideration is that the District Plan is a statutory document that Council is required under the Resource Management Act to have in place.

9. Risk Management Implications / Ngā Hīraunga Tūraru

9.1 A report will come before Council before any plans changes are notified and consulted on with the public.

Attachments / Ngā Tāpirihanga

There are no appendices to this report.

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	Not applicable

Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Authors	David Falconer - Team Leader City Planning Mark Stevenson - Team Leader City Planning
Approved By	Brendan Anstiss - General Manager Strategy and Transformation

9. Nor' West Arc MCR Sections 1a, 1b, 1c and 2 detailed transport resolutions

Reference / Te Tohutoro: 20/691708

Report of / Te Pou Clarrie Pearce, Senior Project Manager, Transport.

Matua: Clarrie.pearce@ccc.govt.nz.

General Manager /
Pouwhakarae: David Adamson, General Manager, City Services

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for Committee to approve the detailed traffic resolutions for MCR Nor'West Arc (Cashmere to University sections). The project was approved by the Infrastructure, Transport and Environment Committee on 07 March 2018 with the detailed traffic resolutions to be brought back to Committee for approval once detailed design was completed. Attachment B contains the drawings that relate to the final Nor'West Arc design..
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined on the basis that all the delivery decisions have been previously made and this report seeks to set in place the traffic by-laws for enforcement.
- 1.3 There are no fundamental changes between the approved scheme design and the layout as detailed in the 7 March 2018 report. However, the business owner on the corner of Suva and Middleton streets contacted their local councillor about the loss of parking in 2019, which was passed onto Council staff. Staff worked with the business owner to provide for three additional spaces. These are reflected in the resolutions.

2. Officer Recommendations / Ngā Tūtohu

That the Urban Development and Transport Committee:

1. Receive the information in the attachments to this report.
2. Resolve the detailed traffic resolutions for the MCR - Nor'West Arc and approve as detailed in the Attachment B 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 12th August 2020; 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 Nor'West Arc Major Cycleway at the Committee meeting of 12th August 2020.
 - c. Note that per the resolutions note Part C Item 5 as per attachment A and as follows :
(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.), Staff have decided to retain the existing bridge.

3. **Existing Suva Street / Middleton Road Intersection - Traffic Controls**
 - a. Approve that all traffic controls at the intersection of Suva Street and Middleton Road be revoked.
4. **New Suva Street / Middleton Road Intersection - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Suva Street and Middleton Road, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Suva Street at its intersection with the west side of Suva Street, as detailed in Attachment B.
5. **Existing Suva Street Corridor - Hansons Lane to Middleton Road - Traffic Controls**
 - a. Approve that all traffic controls on Suva Street from its intersection with Hansons Lane to its intersection with Middleton Road be revoked. Note 2 applies.
6. **New Suva Street Corridor - Hansons Lane to Middleton Road - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Suva Street from its intersection with Hansons Lane to its intersection with Middleton Road, as detailed in Attachment B.
 - b. Approve that a bi-directional bicycle path be established on the north side of Suva Street commencing at a point 13m east of its intersection with Hansons Lane and extending in a easterly direction for a distance of 469m, as detailed on Attachment B, 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.
7. **Existing Suva Street / Renfrew Street Intersection - Traffic Controls**
 - a. Approve that all traffic controls at the intersection of Suva Street and Renfrew Street be revoked.
8. **New Suva Street / Renfrew Street Intersection - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Suva Street and Renfrew Street, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Renfrew Street at its intersection with the special vehicle lane on the north side of Suva Street, as detailed in Attachment B.
9. **Existing Suva Street Corridor - Middleton Road to Hansons Lane - Stopping and Parking**
 - a. Approve that all parking and stopping restrictions on both sides of Suva Street from its intersection with Middleton Road to its intersection with Hansons Lane be revoked.
10. **New Suva Street Corridor - Middleton Road to Hansons Lane - Stopping and Parking**
 - a. Approve that the stopping of vehicles be prohibited on the south side of Suva Street commencing at its intersection with Middleton Road, and extending in a westerly direction for a distance of 15 m. The restriction is to apply at all times. Note 2 applies.

- b. Approve that the stopping of vehicles be prohibited on the north side of Suva Street commencing at its intersection with Middleton Road, and extending in a westerly direction for a distance of 16 m. The restriction is to apply at all times. Note 2 applies.
- c. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Suva Street commencing at a distance 16 m west of its intersection with Middleton Road, and extending in a westerly direction for a distance of 10 m. This restriction is to apply 8am to 6pm Monday to Friday. Note2 applies.
- d. Approve that the stopping of vehicles be prohibited on the north side of Suva Street commencing at a point 26 m west of its intersection with Middleton Road, and extending in a westerly direction for a distance of 200 m. The restriction is to apply at all times. Note 2 applies.
- e. Approve that the stopping of vehicles be prohibited on the south side of Suva Street commencing at a distance 31 m west of its intersection with Middleton Road, and extending in a westerly direction for a distance of 12m. The restriction is to apply at all times. Note 1 applies.
- f. Approve that the stopping of vehicles be prohibited on the south side of Suva Street commencing at a distance 135 m west of its intersection with Middleton Road, and extending in a westerly direction for a distance of 22 m. The restriction is to apply at all times. Note 1 applies.
- g. Approve that the stopping of vehicles be prohibited on the east side of Renfrew Street and the north side of Suva Street commencing at a point 14m north of the intersection of Suva Street and Renfrew Street and extending in a southerly then easterly direction to a point 3m east of the intersection of Suva Street and Renfrew Street. The restriction is to apply at all times. Note2 applies.
- h. Approve that the stopping of vehicles be prohibited on the north side of Suva Street and the west side of Renfrew Street commencing at a point 4m west of the intersection of Suva Street and Renfrew Street and extending in an easterly then northerly direction to a point 14m north of the intersection of Suva Street and Renfrew Street. The restriction is to apply at all times. Note2 applies.
- i. Approve that the stopping of vehicles be prohibited on the north side of Suva Street commencing at a distance 251 m west of its intersection with Middleton Road, and extending in a westerly direction for a distance of 65m. The restriction is to apply at all times. This stopping restriction is located on the south side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- j. Approve that the stopping of vehicles be prohibited on the south side of Suva Street commencing at a point 253 m west of its intersection with Middleton Road, and extending in a westerly direction for a distance of 242m. The restriction is to apply at all times. Note 2 applies.
- k. Approve that the stopping of vehicles be prohibited on the north side of Suva Street commencing at a distance 387m west of its intersection with Middleton Road, and extending in a westerly direction for a distance of 25m. The restriction is to apply at all times. This stopping restriction is located on the south side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- l. Approve that the stopping of vehicles be prohibited on the north side of Suva Street commencing at a distance 423m west of its intersection with Middleton Road, and extending in an easterly direction for a distance of 6m. The restriction is to apply at all times. Note 2 applies.

- m. Approve that the stopping of vehicles be prohibited on the north side of Suva Street commencing at a distance 438m west of its intersection with Middleton Road, and extending in a westerly direction for a distance of 9m. The restriction is to apply at all times. Note 2 applies.
 - n. Approve that the stopping of vehicles be prohibited on the north side of Suva Street commencing at its intersection with Hansons Lane, and extending in an easterly direction for a distance of 18m. The restriction is to apply at all times. Note 2 applies.
- 11. **Existing Hansons Lane Corridor - Suva Street to Haynes Avenue - Stopping and Parking**
 - a. Approve that all parking and stopping restrictions on the west side of Hansons Lane from its intersection with Suva Street to a point 22m north be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on the east side of Hansons Lane from its intersection with Suva Street to a point 47m north be revoked. Note 2 applies.
- 12. **New Hansons Lane Corridor - Suva Street to Haynes Avenue - Stopping and Parking**
 - a. Approve that the stopping of vehicles be prohibited on the west side of Hansons Lane commencing at its intersection with Suva Street, and extending in a northerly direction for a distance of 22m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the east side of Hansons Lane commencing at its intersection with Suva Street, and extending in a northerly direction for a distance of 47m. The restriction is to apply at all times. Note 2 applies.
- 13. **Existing Suva Street Corridor - Hansons Lane to Ballantyne Avenue - Stopping and Parking**
 - a. Approve that all parking and stopping restrictions on the north side of Suva Street from its intersection with Hansons Lane to a point 38m west be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on the south side of Suva Street from its intersection with Hansons Lane to a point 55m west be revoked. Note 2 applies.
- 14. **New Suva Street Corridor - Hansons Lane to Ballantyne Avenue - Stopping and Parking**
 - a. Approve that the stopping of vehicles be prohibited on the south side of Suva Street commencing at its intersection with Hansons Lane, and extending in a westerly direction and follows the kerb line for a distance of 55m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the north side of Suva Street commencing at its intersection with Hansons Lane, and extending in a westerly direction and follows the kerb line for a distance of 38m. The restriction is to apply at all times. Note 2 applies.
- 15. **New Suva Street Corridor - Hansons Lane to Ballantyne Avenue - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Suva Street from its intersection with Hansons Lane to its intersection with Ballantyne Avenue, as detailed in Attachment B
 - b. Approve that a bi-directional shared pedestrian/bicycle path be established on the south side of Suva Street commencing at its intersection with Hansons Lane and extending in a westerly direction for a distance of 9m, as detailed on Attachment B, 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 shared pedestrian/bicycle path be established on the north side of Suva Street commencing at its intersection with Hansons Lane and extending in a westerly direction for a distance of 10m, as detailed on Attachment B, 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 special vehicle lane for the use of east bound bicycles only, be established on the north side of Hansons Lane along new berm commencing at a point 9m west of its intersection with Suva Street and extending in a westerly direction for a distance of 7m. 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 Hansons Lane / Suva Street Intersection - Traffic Controls**
 - a. Approve that all traffic controls at the intersection of Hansons Lane and Suva Street be revoked.
- 17. **New Hansons Lane / Suva Street Intersection - Traffic Controls**
 - a. Approve that the intersection of Hansons Lane and Suva Street be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.
 - b. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Hansons Lane and Suva Street, as detailed in Attachment B.
- 18. **Existing Hansons Lane / Roache Avenue Intersection - Traffic Controls**
 - a. Approve that all traffic controls at the intersection of Hansons Lane and Roache Avenue be revoked.
- 19. **New Hansons Lane / Roache Avenue Intersection - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Hansons Lane and Roache Avenue, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Roche Avenue at its intersection with the west side of Hansons Lane, as detailed in Attachment B.
- 20. **Existing Hansons Lane / Arthur Street Intersection - Traffic Controls**
 - a. Approve that all traffic controls at the intersection of Hansons Lane and Arthur Street be revoked.
- 21. **New Hansons Lane / Arthur Street Intersection - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Hansons Lane and Arthur Street, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Arthur Street at its intersection with the east side of Hansons Lane, as detailed in Attachment B.
- 22. **Existing Hansons Lane Corridor - Suva Street to Blenheim Road - Stopping and Parking**
 - a. Approve that all parking and stopping restrictions on both sides of Hansons Lane from its intersection with Suva Street to its intersection with Blenheim Road be revoked.
- 23. **New Hansons Lane Corridor - Suva Street to Blenheim Road - Stopping and Parking**

- a. Approve that the stopping of vehicles be prohibited on the east side of Hansons Lane commencing at its intersection with Suva Street, and extending in a southerly direction for a distance of 59m. The restriction is to apply at all times. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the west side of Hansons Lane commencing at its intersection with Suva Street, and extending in a southerly direction for a distance of 74m. The restriction is to apply at all times. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the north side of Roche and the west side of Hansons Lane commencing at a point 12m west of the intersection of Roche Avenue and Hansons Lane and extending in a easterly then northerly direction to a point 5m north of the intersection of Hansons Lane and Arthur Lane. The restriction is to apply at all times. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the west side of Hansons Lane and the south side of Roche Avenue commencing at a point 7m south of the intersection of Hansons Lane and Roche Avenue and extending in a northerly then easterly direction to a point 13m west of the intersection of Hansons Lane and Arthur Lane. The restriction is to apply at all times. Note 2 applies.
- e. Approve that the stopping of vehicles be prohibited on the west side of Hansons Lane commencing at a distance 95m south of its intersection with Suva Street, and extending in a southerly direction for a distance of 230m. The restriction is to apply at all times. Note 2 applies.
- f. Approve that the stopping of vehicles be prohibited on the north side of Arthur Lane and the east side of Hansons Lane commencing at a point 10m east of the intersection of Hansons Lane and Arthur Street and extending in a westerly then northerly direction to a point 15m north of the intersection of Hansons Lane and Arthur Lane. The restriction is to apply at all times. Note 2 applies.
- g. Approve that the stopping of vehicles be prohibited on the east side of Hansons Lane and the south side of Arthur Street commencing at a point 15m south of the intersection of Hansons Lane and Arthur Street and extending in a northerly then easterly direction to a point 9m east of the intersection of Hansons Lane and Arthur Lane. The restriction is to apply at all times. Note 2 applies.
- h. Approve that a bus stop be installed on the east side of Hansons Lane commencing at a distance 308m south of its intersection with Suva Street, and extending in a southerly direction for a distance of 14m.
- i. Approve that a bus stop be installed on the west side of Hansons Lane commencing at a distance 325m south of its intersection with Suva Street, and extending in a southerly direction for a distance of 14m.
- j. Approve that the stopping of vehicles be prohibited on the east side of Hansons Lane commencing at a point 322m south its intersection with Suva Street, and extending in a southerly direction for a distance of 8m. The restriction is to apply at all times. Note 1 applies.
- k. Approve that the stopping of vehicles be prohibited on the west side of Hansons Lane commencing at its intersection with Blenheim Road, and extending in a northerly direction for a distance of 56m. The restriction is to apply at all times. Note 2 applies.
- l. Approve that the stopping of vehicles be prohibited on the east side of Hansons Lane commencing at of its intersection with Blenheim Road, and extending in a northerly direction for a distance of 25m. The restriction is to apply at all times. Note 21 applies.

24. **Existing Hansons Lane Corridor - Suva Street to Blenheim Road - Traffic Controls**
 - a. Approve that all traffic controls on Hansons Lane from its intersection with Suva Street to its intersection with Blenheim Road be revoked. Note 2 applies.
25. **New Hansons Lane Corridor - Suva Street to Blenheim Road - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Hansons Lane from its intersection with Suva Street to its intersection with Blenheim Road, as detailed in Attachment B.
 - b. Approve that a bi-directional bicycle path be established on the west side of Hansons Lane commencing at its intersection with Suva Street and extending in a southerly direction to a point 12m north of its intersection with Blenheim as detailed on attachment B, 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 shared pedestrian/bicycle path be established on the west side of Hansons Lane commencing at a point 12 m north of its intersection with Blenheim Road and extending in a southerly direction for a distance of 12m to its intersection with Blenheim Road, as detailed on Attachment B, 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.
26. **Existing Annex Road Corridor - Birmingham Drive / Wigram Road to State Highway 76 - Traffic Controls**
 - a. Approve that all traffic controls on Annex Road from its intersection with Birmingham Drive / Wigram Road south to State Highway 76 be revoked. Note 2 applies.
27. **New Annex Road Corridor - Birmingham Drive / Wigram Road to State Highway 76 - Traffic Controls**
 - a. Approve that a bi-directional shared pedestrian/bicycle path be established on the southwest side of Annex Road commencing at its intersection with Birmingham Drive / Wigram Road and extending in a southeasterly direction for a distance of 216m, as detailed on Attachment B, 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 special vehicle lane for the use of northwest bound bicycles only, be established on the southwest side of Annex Road along the existing kerb, commencing at its intersection with Birmingham Drive / Wigram Road and extending in a southeasterly direction for a distance of 68m. Note 1 applies. 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 the lane marking changes, kerb alignment changes, islands and road surface changes on Annex Road from its intersection with Birmingham Drive / Wigram Road to its intersection with State Highway 76, as detailed in Attachment B.
28. **Existing Annex Road Corridor - Birmingham Drive / Wigram Road to State Highway 76 - Stopping and Parking**
 - a. Approve that all parking and stopping restrictions on both sides of Annex Road from its intersection with Birmingham Drive / Wigram Road to its intersection with State Highway 76 be revoked.

29. **New Annex Road Corridor - Birmingham Drive / Wigram Road to State Highway 76 - Stopping and Parking**

- a. Approve that all parking and stopping restrictions on both sides of Annex Road from its intersection with Birmingham Drive / Wigram Road to a point 222m south be revoked. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the east side of Annex Road commencing at its intersection with Wigram Road / Birmingham Dr, and extending in a southerly direction and follows the kerb line for a distance of 69m. The restriction is to apply at all times. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the west side of Annex Road commencing at its intersection with Wigram Road / Birmingham Dr, and extending in a southerly direction and follows the kerb line for a distance of 80m. The restriction is to apply at all times. Note 1 applies.
- d. Approve that the stopping of vehicles be prohibited on the west side of Annex Road commencing at a point 173 m south of its intersection with Wigram Road / Birmingham Dr, and extending in a south then around the cul-de-sac for a distance of 69m. The restriction is to apply at all times. Note 1 applies.

30. **Existing Annex Road (South) Corridor - Lincoln Road to Underpass - Traffic Controls**

- a. Approve that all traffic controls on Annex Road from its intersection with Lincoln Road to a point 611m northwest of Linden Grove Avenue be revoked. Note 2 applies.

31. **New Annex Road (South) Corridor - Lincoln Road to Underpass**

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Annex Road from its intersection with Lincoln Road to a point 611m northwest of Linden Grove Avenue, as detailed in Attachment B.
- b. Approve that a bidirectional shared pedestrian/bicycle path be established on the southwest side of Annex Road commencing at a point 25m northwest of its intersection with Lincoln Road and extending in a north western direction to its intersection with Mohiki Gardens, as detailed on Attachment B, 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 1 applies.
- c. Approve that a bidirectional shared pedestrian/bicycle path be established on the southwest side of Annex Road commencing at its intersection with Mohiki Gardens and extending to a point 611m northwest of Mohiki Gardens, as detailed on Attachment B, 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.

32. **Existing Annex Road - Parking and Stopping**

- a. Approve that all parking and stopping restrictions on both sides of Annex Road from a point 208m southeast of its intersection with Mohiki Gardens to a point 244m southeast of its intersection with Mohiki Gardens be revoked. Note 2 applies.

33. **New Annex Road - Parking and Stopping**

- a. Approve that the stopping of vehicles be prohibited on the southwest side of Annex Road commencing at a distance 208 southeast of its intersection with Mohiki Gardens, and extending in a southeast direction for a distance of 36m. The restriction is to apply at all times. Note 2 applies.

34. **Existing Annex Road/Mohiki Gardens/Linden Grove Avenue Intersection - Traffic Controls**

- a. Approve that all traffic controls at the intersection of Annex Road and Mohiki Gardens/Linden Grove Avenue be revoked.
- 35. **New Annex Road/Mohiki Gardens/Linden Grove Avenue Intersection - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Annex Road and Mohiki Gardens/Linden Grove Avenue, as detailed in Attachment B
 - b. Approve that the intersection of Annex Road and Mohiki Gardens/Linden Grove Avenue be controlled by a roundabout in accordance with the Land Transport Act- Traffic control Devices rule: 2004, as detailed on Attachment B.
 - c. Approve that a Give-Way control be placed against Annex Road northwest approach at its intersection with Mohiki Gardens/Linden Grove Avenue.
 - d. Approve that a Give-Way control be placed against Annex Road southeast approach at its intersection with Mohiki Gardens/Linden Grove Avenue.
 - e. Approve that a Give-Way control be placed against Mohiki Gardens southwest approach at its intersection with Annex Road.
 - f. Approve that a Give-Way control be placed against Linden Grove Avenue northeast approach at its intersection with Annex Road.
- 36. **Existing Mohiki Gardens Corridor - Annex Road to a point - Traffic Controls**
 - a. Approve that all traffic controls on Mohiki Gardens commencing at its intersection with Annex Road and extending for a distance of 19m be revoked. Note 1 applies.
- 37. **New Mohiki Gardens Corridor -Annex Road to a point -Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Mohiki Gardens commencing at its intersection with Annex Road and extending for a distance of 19m, as detailed in Attachment B
- 38. **Existing Linden Grove Avenue Corridor -Annex Road to a point -Traffic Controls**
 - a. Approve that all traffic controls on Linden Grove Avenue commencing at its intersection with Annex Road and extending for a distance of 19m be revoked. Note 1 applies.
- 39. **New Linden Grove Avenue Corridor - Annex Road to a point - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Linden Grove Avenue commencing at its intersection with Annex Road and extending for a distance of 19m, as detailed in Attachment B.
- 40. **Existing Lincoln Road Corridor -Annex Road to Domain Terrace -Traffic Controls**
 - a. Approve that all traffic controls on Lincoln Road commencing at a point 17m southwest of its intersection with Annex Road to its intersection with Domain Terrace be revoked. Note 2 applies.
- 41. **New Lincoln Road Corridor -Annex Road to Domain Terrace -Traffic Control**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Lincoln Road commencing at a point 17m southwest of its intersection with Annex Road to its intersection with Domain Terrace, as detailed in Attachment B
 - b. Approve that a bi-directional bicycle path be established on the northwest side of Lincoln Road commencing at a point 17m southwest of its intersection with Annex Road and extending in a northeast direction for a distance of 181m, as detailed on

Attachment B, 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 bicycle path (north-eastbound bicycles) at the Annex Road / Lincoln Road bicycle crossing, located at a point 21m northwest of the intersection with Lincoln Road and Annex Road, as detailed in Attachment
- d. Approve that a Give Way control be placed against the bicycle path (south-westbound bicycles) at the Annex Road / Lincoln Road bicycle crossing, located at a point 20m northwest of the intersection with Lincoln Road and Annex Road, as detailed in Attachment b. Note 1 applies.
- e. Approve that a bi-directional shared pedestrian/bicycle path be established on the southeast side of Lincoln Road commencing at a point 49m southwest of its intersection with Domain Terrace and extending in a northeast direction for a distance of 49m, as detailed on Attachment B, 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 special vehicle lane for the use of northeast bound bicycles only, be established on the northwest side of Lincoln Road along the existing kerb, commencing at a point 17m southwest of its intersection with Annex Road and extending in a northeast direction to its intersection with Domain Terrace. 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 southwest bound bicycles only, be established on the southeast side of Lincoln Road along the existing kerb, commencing at a point 17m southwest of its intersection with Annex Road and extending in a northeast direction to its intersection with Domain Terrace. 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.

42. Existing Lincoln Road - Parking and Stopping

- a. Approve that all parking and stopping restrictions on the southeast side of Lincoln Road from a point 72m southwest of its intersection with Domain Terrace to a point 53m southwest of its intersection with Domain Terrace be revoked. Note 1 applies.

43. New Lincoln Road - Parking and Stopping

- a. Approve that a bus stop be installed on the southeast side of Lincoln Road commencing at a distance 53m southwest of its intersection with Domain Terrace, and extending in a southwest direction for a distance of 19m.

44. Existing Lincoln Road/Domain Terrace Intersection -Traffic Controls

- a. Approve that all traffic controls at the intersection of Lincoln Road and Domain Terrace be revoked.

45. New Lincoln Road/Domain Terrace Intersection - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Lincoln Road and Domain Terrace, as detailed in Attachment B

- b. Approve that a Give Way control be placed against Domain Terrace at its intersection with the southeast side of Lincoln Road, as detailed in Attachment B.
46. **Existing Lincoln Road/Domain Terrace Intersection -Parking and Stopping**
- a. Approve that all parking and stopping restrictions on the southeast side of Lincoln Road from its intersection with Domain Terrace to a point 9m southwest be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on the southeast side of Lincoln Road from its intersection with Domain Terrace to a point 9m northeast be revoked. Note 1 applies.
 - c. Approve that all parking and stopping restrictions on the northeast side of Domain Terrace from its intersection with Lincoln Road to a point 9m southeast be revoked. Note 1 applies.
 - d. Approve that all parking and stopping restrictions on the southwest side of Domain Terrace from its intersection with Lincoln Road to a point 65m southeast be revoked. Note 2 applies.
47. **New Lincoln Road/Domain Terrace Intersection - Parking and Stopping**
- a. Approve that the stopping of vehicles be prohibited on the southeast side of Lincoln Road commencing at its intersection with Domain Terrace, and extending in a northeast direction for a distance of 9m. The restriction is to apply at all times. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the northeast side of Domain Terrace commencing at its intersection with Lincoln Road, and extending in a southeast direction for a distance of 9m. The restriction is to apply at all times. Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at its intersection with Lincoln Road, and extending in a southeast direction for a distance of 65m. The restriction is to apply at all times. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited on the southeast side of Lincoln Road commencing at its intersection with Domain Terrace, and extending in a northwest direction for a distance of 9m. The restriction is to apply at all times. Note 2 applies
48. **Existing Domain Terrace -Lincoln Road to Cobham Street -Traffic Controls**
- a. Approve that all traffic controls on Domain Terrace from its intersection with Lincoln Road to its intersection with Cobham Street be revoked. Note 2 applies.
49. **New Domain Terrace - Lincoln Road to Cobham Street - Traffic Controls**
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Domain Terrace from its intersection with Lincoln Road to its intersection with Cobham Street, as detailed in Attachment B
 - b. Approve that a bi-directional shared pedestrian/bicycle path be established on the southwest side of Domain Terrace commencing at its intersection with Lincoln Road and extending in a southeast direction for a distance of 14m, as detailed on Attachment B, 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 southwest side of Domain Terrace commencing at a point 14m southeast of its intersection with Lincoln Road and extending in a southeast direction for a distance of 354m, as detailed on

Attachment B, 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 southwest side of Domain Terrace commencing at a point 67m southeast of its intersection with Edinburgh Street and extending in a southeast direction for a distance of 373m, as detailed on Attachment B, 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 bicycle path be established on the southwest side of Domain Terrace commencing at a point 186m northwest of its intersection with Cobham Street and extending in a southeast direction for a distance of 164m, as detailed on Attachment B, 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 southwest side of Domain Terrace commencing at its intersection with Cobham Street and extending in a northwest direction for a distance of 22m, as detailed on Attachment B, 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.

50. Existing Domain Terrace - Parking and Stopping

- a. Approve that all parking and stopping restrictions on the southwest side of Domain Terrace from a point 61m northwest of its intersection with Somers Place to a point 30m northwest of its intersection with Somers Place be revoked. Note 2 applies.
- b. Approve that all parking and stopping restrictions on the southwest side of Domain Terrace from a point 18m northwest of its intersection with Somers Place to a point 5m northwest of its intersection with Somers Place be revoked. Note 2 applies.
- c. Approve that all parking and stopping restrictions on the southwest side of Domain Terrace from its intersection with Somers Place to a point 182m southeast be revoked. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 61m northwest of its intersection with Somers Place, and extending in a southeast direction for a distance of 31m. The restriction is to apply at all times. Note 2 applies.

51. New Domain Terrace - Parking and Stopping

- a. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 18m northwest of its intersection with Somers Place, and extending in a southeast direction for a distance of 13m. The restriction is to apply at all times. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 5m southeast of its intersection with Somers Place, and extending in a southeast direction for a distance of 26m. The restriction is to apply at all times. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 37m southeast of its intersection with Somers Place,

- and extending in a southeast direction for a distance of 11m. The restriction is to apply at all times. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 54m southeast of its intersection with Somers Place, and extending in a southeast direction for a distance of 37m. The restriction is to apply at all times. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 103m southeast of its intersection with Somers Place, and extending in a southeast direction for a distance of 14m. The restriction is to apply at all times. Note 2 applies.
 - f. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 123m southeast of its intersection with Somers Place, and extending in a southeast direction for a distance of 17m. The restriction is to apply at all times. Note 2 applies.
 - g. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 152m southeast of its intersection with Somers Place, and extending in a southeast direction for a distance of 17m. The restriction is to apply at all times. Note 2 applies.
 - h. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 182m southeast of its intersection with Somers Place, and extending in a southeast direction for a distance of 88m. The restriction is to apply at all times. Note 2 applies.
 - i. Approve that the stopping of vehicles be prohibited on the northeast side of Domain Terrace commencing at a distance 66m southeast of its intersection with Edinburgh Street, and extending in a southeast direction for a distance of 45m. The restriction is to apply at all times. Note 2 applies.
 - j. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 132m northwest of its intersection with Neville Street, and extending in a southeast direction for a distance of 27m. The restriction is to apply at all times. Note 1 applies.
 - k. Approve that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Act - Road users rule: 2004. The restriction will apply on the southwest side of Domain Terrace commencing at a distance 105m northwest of its intersection with Neville Street, and extending in a southeast direction for a distance of 9m. The restriction is to apply at any time. Note 1 applies.
 - l. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 9m northwest of its intersection with Neville Street, and extending in a southeast direction for a distance of 41m. The restriction is to apply at all times. Note 1 applies.
 - m. Approve that the stopping of vehicles be prohibited on the northeast side of Domain Terrace commencing at a distance 8m northwest of its intersection with Neville Street, and extending in a southeast direction for a distance of 8m. The restriction is to apply at all times. Note 1 applies.

- n. Approve that the stopping of vehicles be prohibited on the northeast side of Domain Terrace commencing at its intersection with Neville Street, and extending in a southeast direction for a distance of 19m. The restriction is to apply at all times. Note 1 applies.
 - o. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 206m northwest of its intersection with Cobham Street, and extending in a southeast direction for a distance of 34m. The restriction is to apply at all times. Note 2 applies.
 - p. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 166m northwest of its intersection with Cobham Street, and extending in a southeast direction for a distance of 14m. The restriction is to apply at all times. Note 2 applies.
 - q. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 146m northwest of its intersection with Cobham Street, and extending in a southeast direction for a distance of 18m. The restriction is to apply at all times. Note 2 applies.
 - r. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 123m northwest of its intersection with Cobham Street, and extending in a southeast direction for a distance of 29m. The restriction is to apply at all times. Note 2 applies.
 - s. Approve that the stopping of vehicles be prohibited on the southwest side of Domain Terrace commencing at a distance 87m northwest of its intersection with Cobham Street, and extending in a southeast direction for a distance of 33m. The restriction is to apply at all times. Note 2 applies.
52. **Existing Domain Terrace/Somers Place Intersection - Traffic Controls**
- a. Approve that all traffic controls at the intersection of Domain Terrace and Somers Place be revoked.
53. **New Domain Terrace/Somers Place Intersection - Traffic Controls**
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Domain Terrace and Somers Place, as detailed in Attachment B
 - b. Approve that a Stop control be placed against Somers Place at its intersection with the southwest side of Domain Terrace, as detailed in Attachment B
 - c. Approve that a Stop control be placed against Somers Place at its intersection with the special vehicle lane on the southwest side of Domain Terrace, as detailed in Attachment B
 - d. Approve that southeast-bound right turning vehicles on Domain Terrace, including cyclists using the traffic lane, give way to northwest-bound bicycles using the special vehicle lane that are travelling across the intersection of Somers Place.
 - e. Approve that northwest-bound left turning vehicles on Domain Terrace, including cyclists using the traffic lane, give way to northwest-bound bicycles using the special vehicle lane that are travelling across the intersection of Somers Place.
54. **Existing Domain Terrace/Edinburgh Street Intersection -Traffic Controls**
- a. Approve that all traffic controls at the intersection of Domain Terrace and Edinburgh Street be revoked.

55. New Domain Terrace/Edinburgh Street Intersection - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Domain Terrace and Edinburgh Street, as detailed in Attachment B

56. Existing Domain Terrace/Neville Street Intersection -Traffic Controls

- a. Approve that all traffic controls at the intersection of Domain Terrace and Neville Street be revoked.

57. New Domain Terrace/Neville Street Intersection -Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Domain Terrace and Neville Street, as detailed in Attachment B

58. Existing Domain Terrace/Neville Street Intersection -Parking and Stopping

- a. Approve that all parking and stopping restrictions on the northwest side of Neville Street from its intersection with Domain Terrace to a point 8m northeast be revoked. Note 1 applies.
- b. Approve that all parking and stopping restrictions on the southeast side of Neville Street from its intersection with Domain Terrace to a point 17m northeast be revoked. Note 1 applies.

59. New Domain Terrace/Neville Street Intersection - Parking and Stopping

- a. Approve that the stopping of vehicles be prohibited on the northwest side of Neville Street commencing at its intersection with Domain Terrace, and extending in a northeast direction for a distance of 8m. The restriction is to apply at all times. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the southeast side of Neville Street commencing at its intersection with Domain Terrace, and extending in a northeast direction for a distance of 17m. The restriction is to apply at all times. Note 1 applies.

60. Existing Cobham Street - Domain Terrace to Glynne Crescent - Traffic Controls

- a. Approve that all traffic controls on Cobham Street from its intersection with Domain Terrace to its intersection with Glynne Terrace be revoked. Note 2 applies.

61. New Cobham Street - Domain Terrace to Glynne Crescent - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Cobham Street from its intersection with Domain Terrace to its intersection with Glynne Terrace, as detailed in Attachment B
- b. Approve that a bi-directional shared pedestrian/bicycle path be established on the southeast side of Cobham Street commencing at its intersection with Domain Terrace and extending in a northeast direction to its intersection with Glynne Crescent, as detailed on Attachment B, 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.

62. Existing Cobham Street/Glynne Crescent Intersection -Traffic Controls

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

63. New Cobham Street/Glynne Crescent Intersection - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Cobham Street and Glynne Crescent, as detailed in Attachment B

64. Existing Cobham Street/Glynne Crescent Intersection -Parking and Stopping

- a. Approve that all parking and stopping restrictions on the southeast side of Cobham Street from its intersection with Glynne Crescent to a point 6m southwest be revoked. Note 2 applies.
- b. Approve that all parking and stopping restrictions on the southeast side of Cobham Street from its intersection with Glynne Crescent to a point 8m northeast be revoked. Note 2 applies.
- c. Approve that all parking and stopping restrictions on the northeast side of Glynne Crescent from its intersection with Cobham Street to a point 84m southeast be revoked. Note 2 applies.
- d. Approve that all parking and stopping restrictions on the southwest side of Glynne Crescent from its intersection with Cobham Street to a point 107m southeast be revoked. Note 2 applies.

65. New Cobham Street/Glynne Crescent Intersection -Parking and Stopping

- a. Approve that the stopping of vehicles be prohibited on the southeast side of Cobham Street commencing at its intersection with Glynne Crescent, and extending in a southwest direction for a distance of 6m. The restriction is to apply at all times. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the southeast side of Cobham Street commencing at its intersection with Glynne Crescent, and extending in a northeast direction for a distance of 8m. The restriction is to apply at all times. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the northeast side of Glynne Crescent commencing at its intersection with Cobham Street, and extending in a southeast direction for a distance of 84m. The restriction is to apply at all times. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the southwest side of Glynne Crescent commencing at its intersection with Cobham Street, and extending in a southeast direction for a distance of 107m. The restriction is to apply at all times. Note 2 applies.

66. Existing Glynne Crescent - Cobham Street to Reserve - Traffic Controls

- a. Approve that all traffic controls on Glynne Crescent from its intersection with Cobham Street and extending for a distance of 107m be revoked. Note 2 applies.

67. New Glynne Crescent -Cobham Street to Reserve -Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Glynne Crescent from its intersection with Cobham Street and extending for a distance of 107m, as detailed in Attachment B
- b. Approve that a bi-directional shared pedestrian/bicycle path be established on the southwest side of Glynne Crescent commencing at its intersection with Cobham Street and extending in a south-easterly direction for a distance of 76m, as detailed on

Attachment B, 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.

68. **Smartlea Street Reserve - Traffic Controls**

- a. Approve that a pathway, located at the northeast end of Smartlea Street and extending in a north-eastern direction to Glynne Crescent as a bi-directional shared pedestrian/bicycle pathway, as detailed in Attachment B, in accordance with section 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.

69. **Existing Smartlea Street / McBeath Avenue Intersection - Traffic Controls**

- a. Approve that all traffic controls at the intersection of Smartlea Street and McBeath Avenue be revoked.

70. **New Smartlea Street / McBeath Avenue Intersection - Traffic Controls**

- a. Approve that a Give Way control be placed against Smartlea Street at its intersection with the south side of McBeath Avenue, as detailed in Attachment B.
- b. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Smartlea Street and McBeath Avenue, as detailed in Attachment B.

71. **Existing Smartlea Street / Weir Street Intersection - Traffic Controls**

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

72. **New Smartlea Street / Weir Street Intersection - Traffic Controls**

- a. Approve that a Give Way control be placed against Smartlea Street at its intersection with the north side of Weir Street, as detailed in Attachment B.
- b. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Smartlea Street and Weir Street, as detailed in Attachment B.

73. **Existing Smartlea Street / McBeath Avenue Intersection - Stopping and Parking**

- a. Approve that all parking and stopping restrictions on both sides of Smartlea Street from its intersection with Weir Pl and McBeath Avenue to a point 11m northeast be revoked. Note 2 applies.
- b. Approve that all parking and stopping restrictions on both sides of Smartlea Street from its intersection with Weir Pl and McBeath Avenue to a point 11m southwest be revoked. Note 2 applies.
- c. Approve that all parking and stopping restrictions on both sides of Weir Pl from its intersection with Smartlea Street to a point 12m northwest be revoked. Note 2 applies.
- d. Approve that all parking and stopping restrictions on both sides of McBeath Avenue from its intersection with Smartlea Street to a point 24m southeast be revoked. Note 2 applies.

74. **New Smartlea Street / McBeath Avenue Intersection - Stopping and Parking**

- a. Approve that the stopping of vehicles be prohibited on the northwest side of Smartlea Street commencing at its intersection with Weir Place, and extending in a northeast direction for a distance of 11m. The restriction is to apply at all times. Note 2 applies.

- b. Approve that the stopping of vehicles be prohibited on the northeast side of Weir Place commencing at its intersection with Smartlea Street, and extending in a northwest direction for a distance of 12m. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the southwest side of Weir Place commencing at its intersection with Smartlea Street, and extending in a northwest direction for a distance of 12m. The restriction is to apply at all times. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited on the northwest side of Smartlea Street commencing at its intersection with Weir Place, and extending in a southwest direction for a distance of 11m. The restriction is to apply at all times. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited on the southeast side of Smartlea Street commencing at its intersection with McBeath Avenue, and extending in a southwest direction for a distance of 11m. The restriction is to apply at all times. Note 2 applies.
 - f. Approve that the stopping of vehicles be prohibited on the southwest side of McBeath Avenue commencing at its intersection with Smartlea Street, and extending in a southeast direction for a distance of 24m. The restriction is to apply at all times. Note 2 applies.
 - g. Approve that the stopping of vehicles be prohibited on the northeast side of McBeath Avenue commencing at its intersection with Smartlea Street, and extending in a southeast direction for a distance of 24m. The restriction is to apply at all times. Note 2 applies.
 - h. Approve that the stopping of vehicles be prohibited on the southeast side of Smartlea Street commencing at its intersection with McBeath Avenue, and extending in a northeast direction for a distance of 11m. The restriction is to apply at all times. Note 2 applies.
75. **Existing McBeath Avenue Corridor - Smartlea Street to Greenpark Street - Traffic Controls**
- a. Approve that all traffic controls on McBeath Avenue from its intersection with Smartlea Street to its intersection with Greenpark Street be revoked. Note 1 applies.
76. **New McBeath Avenue Corridor - Smartlea Street to Greenpark Street - Traffic Controls**
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on McBeath Avenue from its intersection with Smartlea Street to its intersection with Greenpark Street, as detailed in Attachment B
77. **Existing McBeath Avenue / Greenpark Street Intersection - Traffic Controls**
- a. Approve that all traffic controls at the intersection of McBeath Avenue and Greenpark Street be revoked.
78. **New McBeath Avenue / Greenpark Street Intersection - Traffic Controls**
- a. Approve that a Stop control be placed against Greenpark Street (North) at its intersection with the north side of McBeath Avenue, as detailed in Attachment B.
 - b. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of McBeath Avenue and Greenpark Street, as detailed in Attachment B.
79. **Existing McBeath Avenue / Greenpark Street Intersection - Stopping and Parking**

- a. Approve that all parking and stopping restrictions on both sides of Greenpark Street from its intersection with McBeath Avenue to a point 16m northeast be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on the northeast side of McBeath Avenue from a point 11m northwest of its intersection with Greenpark Street to a point 11m southeast of its intersection with Greenpark Street be revoked. Note 2 applies.
80. **New McBeath Avenue / Greenpark Street Intersection - Stopping and Parking**
- a. Approve that the stopping of vehicles be prohibited on the northwest side of Greenpark Street commencing at its intersection with McBeath Avenue, and extending in a northeast direction for a distance of 16m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the southeast side of Greenpark Street commencing at its intersection with McBeath Avenue, and extending in a northeast direction for a distance of 16m. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the northeast side of McBeath Avenue commencing at its intersection with Greenpark Street, and extending in a northwest direction for a distance of 11m. The restriction is to apply at all times. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited on the northeast side of McBeath Avenue commencing at its intersection with Greenpark Street, and extending in a southeast direction for a distance of 11m. The restriction is to apply at all times. Note 2 applies.
81. **Existing McBeath Avenue Corridor - Greenpark Street to Muirson Avenue - Traffic Controls**
- a. Approve that all traffic controls on McBeath Avenue from its intersection with Greenpark Street to its intersection with Muirson Avenue be revoked. Note 2 applies.
82. **New McBeath Avenue Corridor - Greenpark Street to Muirson Avenue - Traffic Controls**
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on McBeath Avenue from its intersection with Greenpark Street to its intersection with Muirson Avenue, as detailed in Attachment B
83. **New McBeath Avenue Midblock - Stopping and Parking**
- a. Approve that the stopping of vehicles be prohibited on the northeast side of McBeath Avenue commencing at a distance 89m southeast of its intersection with Greenpark Street, and extending in a southeast direction for a distance of 13m. The restriction is to apply at all times. This stopping restriction is located on the southwest side of the speed reduction build outs. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the southwest side of McBeath Avenue commencing at a distance 200m northwest of its intersection with Muirson Avenue, and extending in a northwest direction for a distance of 13m. The restriction is to apply at all times. This stopping restriction is located on the northeast side of the speed reduction build outs. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the southwest side of McBeath Avenue commencing at a distance 89m northwest of its intersection with Muirson Avenue, and extending in a southeast direction for a distance of 12m. The restriction is

to apply at all times. This stopping restriction is located on the southwest side of the speed reduction build outs. Note 2 applies.

- d. Approve that the stopping of vehicles be prohibited on the northeast side of McBeath Avenue commencing at a distance 91m northwest of its intersection with Muirson Avenue, and extending in a southeast direction for a distance of 12m. The restriction is to apply at all times. This stopping restriction is located on the northeast side of the speed reduction build outs. Note 2 applies.

84. Existing McBeath Avenue / Muirson Avenue Intersection - Traffic Controls

- a. Approve that all traffic controls at the intersection of McBeath Avenue and Muirson Avenue be revoked.

85. New McBeath Avenue / Muirson Avenue Intersection - Traffic Controls

- a. Approve that a Stop control be placed against Muirson Avenue at its intersection with the north side of McBeath Avenue, as detailed in Attachment B.
- b. Approve that a Stop control be placed against Muirson Avenue at its intersection with the south side of McBeath Avenue, as detailed in Attachment B.
- c. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of McBeath Avenue and Muirson Avenue, as detailed in Attachment B.

86. Existing McBeath Avenue / Muirson Avenue Intersection - Stopping and Parking

- a. Approve that all parking and stopping restrictions on the northeast side of McBeath Avenue from a point 24m southeast of its intersection with Muirson Avenue to a point 14m northwest of its intersection with Muirson Avenue be revoked. Note 2 applies.
- b. Approve that all parking and stopping restrictions on the southwest side of McBeath Avenue from a point 26m southeast of its intersection with Muirson Avenue to a point 16m northwest of its intersection with Muirson Avenue be revoked. Note 2 applies.
- c. Approve that all parking and stopping restrictions on both sides of Muirson Avenue from its intersection with McBeath Avenue to a point 14m southwest be revoked. Note 2 applies.
- d. Approve that all parking and stopping restrictions on both sides of Muirson Avenue from its intersection with McBeath Avenue to a point 14m northeast be revoked. Note 2 applies.

87. New McBeath Avenue / Muirson Avenue Intersection - Stopping and Parking

- a. Approve that the stopping of vehicles be prohibited on the northeast side of McBeath Avenue commencing at its intersection with Muirson Avenue, and extending in a northwest direction for a distance of 14m. The restriction is to apply at all times. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the northeast side of McBeath Avenue commencing at its intersection with Muirson Avenue, and extending in a southeast direction for a distance of 24m. The restriction is to apply at all times. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the southwest side of McBeath Avenue commencing at its intersection with Muirson Avenue, and extending in a northwest direction for a distance of 16m. The restriction is to apply at all times. Note 2 applies.

- d. Approve that the stopping of vehicles be prohibited on the southwest side of McBeath Avenue commencing at its intersection with Muirson Avenue, and extending in a southeast direction for a distance of 26m. The restriction is to apply at all times. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited on the northwest side of Muirson Avenue commencing at its intersection with McBeath Avenue, and extending in a northeast direction for a distance of 14m. The restriction is to apply at all times. Note 2 applies.
 - f. Approve that the stopping of vehicles be prohibited on the southeast side of Muirson Avenue commencing at its intersection with McBeath Avenue, and extending in a northeast direction for a distance of 14m. The restriction is to apply at all times. Note 2 applies.
 - g. Approve that the stopping of vehicles be prohibited on the northwest side of Muirson Avenue commencing at its intersection with McBeath Avenue, and extending in a southwest direction for a distance of 14m. The restriction is to apply at all times. Note 2 applies.
 - h. Approve that the stopping of vehicles be prohibited on the southeast side of Muirson Avenue commencing at its intersection with McBeath Avenue, and extending in a southwest direction for a distance of 14m. The restriction is to apply at all times. Note 2 applies.
88. **Existing McBeath Avenue Corridor - Muirson Avenue to Greenpark Street (south) - Traffic Controls**
- a. Approve that all traffic controls on McBeath Avenue from its intersection with Muirson Avenue to its intersection with Greenpark Street (south) be revoked. Note 2 applies.
89. **New McBeath Avenue Corridor - Muirson Avenue to Greenpark Street (south) - Traffic Controls**
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on McBeath Avenue from its intersection with Muirson Avenue to its intersection with Greenpark Street (south), as detailed in Attachment B
 - b. Approve that a bi-directional shared pedestrian/bicycle path be established on the southwest side of McBeath Avenue commencing at a point 42m northwest of its intersection with Greenpark Street (south) and extending in a southeast direction for a distance of 42m, as detailed on Attachment B, 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.
90. **Existing McBeath Avenue / Greenpark Street (south) Intersection - Traffic Controls**
- a. Approve that all traffic controls at the intersection of McBeath Avenue and Greenpark Street (south) be revoked.
91. **New McBeath Avenue / Greenpark Street (south) Intersection - Traffic Controls**
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of McBeath Avenue and Greenpark Street (south), as detailed in Attachment B.
92. **Existing McBeath Avenue / Greenpark Street (south) Intersection - Stopping and Parking**

- a. Approve that all parking and stopping restrictions on the southwest side of McBeath Avenue from its intersection with Greenpark Street (south) to a point 42m northwest be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on the northeast side of McBeath Avenue from a point 18m northwest of its intersection with Greenpark Street (south) to a point 42m northwest of its intersection with Greenpark Street (south) be revoked. Note 2 applies.
 - c. Approve that all parking and stopping restrictions on the southeast side of Greenpark Street (south) from its intersection with McBeath Avenue to a point 22m northeast be revoked. Note 2 applies.
93. **New McBeath Avenue / Greenpark Street (south) Intersection - Stopping and Parking**
- a. Approve that the stopping of vehicles be prohibited on the southwest side of McBeath Avenue commencing at a distance 42m northwest of its intersection with Greenpark Street (south), and extending in a southeast direction and follows the kerb line for a distance of 64m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the northeast side of McBeath Avenue commencing at a distance 42m northwest of its intersection with Greenpark Street (south), and extending in a southeast direction for a distance of 24m. The restriction is to apply at all times. Note 2 applies.
94. **Existing Pablo Place Corridor - Greenpark Street (south) to Sparks Road - Traffic Controls**
- a. Approve that all traffic controls on Pablo Place from its intersection with Greenpark Street (south) to its intersection with Sparks Road be revoked. Note 2 applies.
95. **New Pablo Place Corridor - Greenpark Street (south) to Sparks Road - Traffic Controls**
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Pablo Place from its intersection with Greenpark Street (south) to its intersection with Sparks Road, as detailed in Attachment B
 - b. Approve that a bi-directional shared pedestrian/bicycle path be established, commencing at the northwest end of Pablo Place and extending in a northwest direction to its intersection with Greenpark Street (south), as detailed in Attachment B, 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 1 applies.
 - c. Approve that a bi-directional shared pedestrian/bicycle path be established on the northeast side of Pablo Place commencing at a point 60m northwest of its intersection with Sparks Road and extending in a southeast direction for a distance of 60m, as detailed on Attachment B, 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.
96. **Existing Pablo Place / Sparks Road Intersection - Stopping and Parking**
- a. Approve that all parking and stopping restrictions on the northeast side of Pablo Place from its intersection with Sparks Road to a point 18m northwest be revoked. Note 2 applies.
97. **New Pablo Place / Sparks Road Intersection - Stopping and Parking**
- a. Approve that the stopping of vehicles be prohibited on the northeast side of Pablo Place commencing at its intersection with Sparks Road, and extending in a northwest direction for a distance of 18m. The restriction is to apply at all times. Note 2 applies.

98. **Existing Sparks Road Corridor - Pablo Place to Centennial Park - Traffic Controls**

- a. Approve that all traffic controls along Sparks Road from its intersection with Pablo Place to its intersection with Centennial Park be revoked. Note 2 applies.

99. **New Sparks Road Corridor - Pablo Place to Centennial Park - Traffic Controls**

- a. Approve that a bi-directional shared pedestrian/bicycle path be established on the north side of Sparks Road commencing at its intersection with Pablo Place and extending in a east direction for a distance of 33m, as detailed on Attachment B, 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 pedestrian and bicycle 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 39 m east of its intersection with Pablo Place.
- c. Approve the lane marking changes, kerb alignment changes, road surface changes and islands on Sparks Road at the pedestrian and cycle crossing as detailed in Attachment B. Note 2 applies.
- d. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Sparks Road from its intersection with Pablo Place to its intersection with Centennial Park, as detailed in Attachment B

100. **New Centennial Park Shared Path**

- a. Approve that a bi-directional shared pedestrian/bicycle path be established on the east side of the Avon River commencing at Sparks Road and extending in a south direction to Rose Street, 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 1 applies.
- b. Approve that a Give Way control be placed against the bi-directional shared pedestrian/bicycle path (southbound bicycles) on the Centennial Park Shared Path approach at its intersection with Rose Street as detailed in Attachment B. Note 1 applies.
- c. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Centennial Park Shared Path from its intersection with Sparks Road to its intersection with Rose Street, as detailed in Attachment B

101. **Existing Rose Street Corridor - Centennial Park to Palmside Terrace - Traffic Controls**

- a. Approve that all traffic controls along Rose Street from its intersection with Centennial Park to its intersection with Palmside Terrace be revoked. Note 2 applies.

102. **New Rose Street Corridor - Centennial Park to Palmside Terrace - Traffic Controls**

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Rose Street from its intersection with Centennial Park to its intersection with Palmside Terrace, as detailed in Attachment B
- b. Approve that a bi-directional shared pedestrian/bicycle path be established on the south side of Rose Street commencing at a point 17m west of its intersection with Palmside Terrace and extending in an east direction for a distance of 17m, as detailed on Attachment B , 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.

103. Existing Rose Street / Palmside Terrace Intersection - Traffic Controls

- a. Approve that all traffic controls at the intersection of Rose Street and Palmside Terrace be revoked.

104. New Rose Street / Palmside Terrace Intersection - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Rose Street and Palmside Terrace, as detailed in Attachment B.
- b. Approve that a Give Way control be placed against Palmside Terrace at its intersection with the south side of Rose Street, as detailed in Attachment B.
- c. Approve that a bi-directional shared pedestrian/bicycle path be established on the west side of Palmside Terrace commencing at its intersection with Rose Street and extending in a south direction for a distance of 20m, as detailed on Attachment B, 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 special vehicle lane (southbound bicycles) on the Palmside Terrace approach at a point 12m south of its intersection with Rose Street, as detailed in Attachment B. Note 2 applies.

105. Existing Rose Street / Palmside Terrace Intersection - Stopping and Parking

- a. Approve that all parking and stopping restrictions on the northwest side of Rose Street from a point 22m southwest of its intersection with the Centennial Park entrance to a point 22m northeast of its intersection with the Centennial Park entrance be revoked. Note 1 applies.
- b. Approve that all parking and stopping restrictions on the southeast side of Rose Street from its intersection with Palmside Street to a point 31m southwest be revoked. Note 2 applies.
- c. Approve that all parking and stopping restrictions on both sides of Palmside Street from its intersection with Rose Street to a point 30m southeast be revoked. Note 2 applies.
- d. Approve that all parking and stopping restrictions on the southeast side of Rose Street from its intersection with Palmside Street to a point 14m northeast be revoked. Note 2 applies.

106. New Rose Street / Palmside Terrace Intersection - Stopping and Parking

- a. Approve that the stopping of vehicles be prohibited on the northwest side of Rose Street commencing at a distance 22m southwest of its intersection with the Centennial Park entrance, and extending in a northeast direction for a distance of 44m. The restriction is to apply at all times. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the southeast side of Rose Street commencing at its intersection with Palmside Street, and extending in a southwest direction for a distance of 31m. The restriction is to apply at all times. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the southwest side of Palmside Street commencing at its intersection with Rose Street, and extending in a southeast direction for a distance of 30m. The restriction is to apply at all times. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the northeast side of Palmside Street commencing at its intersection with Rose Street, and extending in a southeast direction for a distance of 30m. The restriction is to apply at all times. Note 2 applies.

- e. Approve that the stopping of vehicles be prohibited on the southeast side of Rose Street commencing at its intersection with Palmside Street, and extending in a northeast direction for a distance of 14m. The restriction is to apply at all times. Note 2 applies.
- 107. **Existing Palmside Terrace Corridor - Rose Street to Woodbank Street - Traffic Controls**
 - a. Approve that all traffic controls on Palmside Terrace from its intersection with Rose Street to its intersection with Woodbank Street be revoked. Note 1 applies.
- 108. **New Palmside Terrace Corridor - Rose Street to Woodbank Street - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Palmside Terrace from its intersection with Rose Street to its intersection with Woodbank Street, as detailed in Attachment B
- 109. **New Palmside Terrace / Woodbank Street Intersection - Stopping and Parking**
 - a. Approve that the stopping of vehicles be prohibited on the northeast side of Palmside Street commencing at its intersection with Woodbank Street, and extending in a northwest direction for a distance of 32m. The restriction is to apply at all times. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the northwest side of Woodbank Street commencing at its intersection with Palmside Street, and extending in a northeast direction for a distance of 20m. The restriction is to apply at all times. Note 1 applies.
- 110. **Existing Woodbank Street Corridor - Palmside Terrace to Ferniehurst Street - Traffic Controls**
 - a. Approve that all traffic controls on Woodbank Street from its intersection with Palmside Terrace to its intersection with Ferniehurst Street be revoked. Note 1 applies.
- 111. **New Woodbank Street Corridor - Palmside Terrace to Ferniehurst Street - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Woodbank Street from its intersection with Palmside Terrace to its intersection with Ferniehurst Street, as detailed in Attachment B.
- 112. **Existing Woodbank Street / Ferniehurst Street Intersection - Traffic Controls**
 - a. Approve that all traffic controls at the intersection of Woodbank Street and Ferniehurst Street be revoked.
- 113. **New Woodbank Street / Ferniehurst Street Intersection - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Woodbank Street and Ferniehurst Street, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Woodbank Street at its intersection with the north side of Ferniehurst Street, as detailed in Attachment B.
- 114. **Existing Woodbank Street / Ferniehurst Street Intersection - Stopping and Parking**
 - a. Approve that all parking and stopping restrictions on the northwest side of Woodbank Street from a point 20m southwest of its intersection with Ferniehurst Street to a point 21m northeast of its intersection with Ferniehurst Street be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on the southeast side of Woodbank Street from its intersection with Ferniehurst Street to a point 19m northeast be revoked. Note 2 applies.

- c. Approve that all parking and stopping restrictions on the southeast side of Woodbank Street from its intersection with Ferniehurst Street to a point 19m southwest be revoked. Note 2 applies.
- d. Approve that all parking and stopping restrictions on the southwest side of Ferniehurst Street from its intersection with Woodbank Street to a point 19m southeast be revoked. Note 2 applies.
- e. Approve that all parking and stopping restrictions on the northeast side of Ferniehurst Street from its intersection with Woodbank Street to a point 17m southeast be revoked. Note 2 applies.

115. New Woodbank Street / Ferniehurst Street Intersection - Stopping and Parking

- a. Approve that the stopping of vehicles be prohibited on the southeast side of Woodbank Street and the northeast side of Ferniehurst Street commencing at a point 19m northeast of the intersection of Woodbank Street and Ferniehurst Street and extending in a southwest then southeast direction to a point 17m southeast of the intersection of Woodbank Street and Ferniehurst Street. The restriction is to apply. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the southeast side of Woodbank Street and the southwest side of Ferniehurst Street commencing at a point 19m southwest of the intersection of Woodbank Street and Ferniehurst Street and extending in a northeast then southeast direction to a point 19m southeast of the intersection of Woodbank Street and Ferniehurst Street. The restriction is to apply at all times. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the northwest side of Woodbank Street commencing at a distance 54m northeast of its intersection with Palmside Street, and extending in a northeast direction and follows the kerb line for a distance of 41m. The restriction is to apply at all times. Note 2 applies.

116. Existing Ferniehurst Street Corridor - Woodbank Street to Molesworth Place - Traffic Controls

- a. Approve that all traffic controls on Ferniehurst Street from its intersection with Woodbank Street to its intersection with Molesworth Place be revoked. Note 2 applies.

117. New Ferniehurst Street Corridor - Woodbank Street to Molesworth Place - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Ferniehurst Street from its intersection with Woodbank Street to its intersection with Molesworth Place, as detailed in Attachment B

118. New Ferniehurst Street Midblock – Stopping and Parking

- a. Approve that the stopping of vehicles be prohibited on the southwest side of Ferniehurst Street commencing at a distance 63m northwest of its intersection with Molesworth Place, and extending in a southeast direction for a distance of 23m. The restriction is to apply at all times. This stopping restriction is located on the southwest side of the speed reduction build outs. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the northeast side of Ferniehurst Street commencing at a distance 63m northwest of its intersection with Molesworth Place, and extending in a southeast direction for a distance of 23m. The restriction is to apply at all times. This stopping restriction is located on the northeast side of the speed reduction build outs. Note 2 applies.

119. **Existing Ferniehurst Street / Molesworth Place Intersection - Traffic Controls**
 - a. Approve that all traffic controls at the intersection of Ferniehurst Street and Molesworth Place be revoked.
120. **New Ferniehurst Street / Molesworth Place Intersection - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Ferniehurst Street and Molesworth Place, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Molesworth Place at its intersection with the southwest side of Ferniehurst Street, as detailed in Attachment B.
121. **Existing Molesworth Place / Ferniehurst Street Intersection - Stopping and Parking**
 - a. Approve that all parking and stopping restrictions on the southeast side of Molesworth Place from its intersection with Ferniehurst Street to a point 9m southwest be revoked. Note 1 applies.
 - b. Approve that all parking and stopping restrictions on the southwest side of Ferniehurst Street from its intersection with Molesworth Place to a point 11m northwest be revoked. Note 1 applies.
122. **New Molesworth Place / Ferniehurst Street Intersection - Stopping and Parking**
 - a. Approve that the stopping of vehicles be prohibited on the southeast side of Molesworth Place commencing at its intersection with Ferniehurst Street, and extending in a southwest direction for a distance of 9m. The restriction is to apply at all times. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the southwest side of Ferniehurst Street commencing at its intersection with Molesworth Place, and extending in a northwest direction for a distance of 11m. The restriction is to apply at all times. Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the southeast side of Molesworth Place commencing at its intersection with Ferniehurst Street, and extending in a southwest direction for a distance of 8m. The restriction is to apply at all times. Note 1 applies.
 - d. Approve that the stopping of vehicles be prohibited on the southwest side of Ferniehurst Street commencing at its intersection with Molesworth Place, and extending in a southeast direction for a distance of 15m. The restriction is to apply at all times. Note 1 applies.
123. **Existing Ferniehurst Street Corridor - Molesworth Place to Ashgrove Tce - Traffic Controls**
 - a. Approve that all traffic controls on Ferniehurst Street from its intersection with Molesworth Place to its intersection with Ashgrove Tce be revoked. Note 1 applies.
124. **New Ferniehurst Street Corridor - Molesworth Place to Ashgrove Tce - Traffic Controls**
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Ferniehurst Street from its intersection with Molesworth Place to its intersection with Ashgrove Tce, as detailed in Attachment B
125. **Existing Ferniehurst Street / Ashgrove Tce Intersection - Traffic Controls**
 - a. Approve that all traffic controls at the intersection of Ferniehurst Street and Ashgrove Tce be revoked.

126. New Ferniehurst Street / Ashgrove Tce Intersection - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Ferniehurst Street and Ashgrove Tce, as detailed in Attachment B.
- b. Approve that a Stop control be placed against Ashgrove Tce at its intersection with the south side of Ferniehurst Street, as detailed in Attachment B.
- c. Approve that a Stop control be placed against Ashgrove Tce at its intersection with the north side of Ferniehurst Street, as detailed in Attachment B.

127. Existing Ferniehurst Street / Ashgrove Tce Intersection - Stopping and Parking

- a. Approve that all parking and stopping restrictions on both sides of Ferniehurst Street from its intersection with Ashgrove Tce to a point 14m west be revoked. Note 2 applies.
- b. Approve that all parking and stopping restrictions on the west side of Ashgrove Tce from its intersection with Ferniehurst Street to a point 8m north be revoked. Note 2 applies.
- c. Approve that all parking and stopping restrictions on the west side of Ashgrove Tce from its intersection with Ferniehurst Street to a point 8m south be revoked. Note 1 applies.

128. New Ferniehurst Street / Ashgrove Tce Intersection - Stopping and Parking

- a. Approve that the stopping of vehicles be prohibited on the south side of Ferniehurst Street commencing at its intersection with Ashgrove Tce, and extending in a west direction for a distance of 14m. The restriction is to apply at all times. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the north side of Ferniehurst Street commencing at its intersection with Ashgrove Tce, and extending in a west direction for a distance of 14m. The restriction is to apply at all times. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the west side of Ashgrove Tce commencing at its intersection with Ferniehurst Street, and extending in a north direction for a distance of 8m. The restriction is to apply at all times. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the west side of Ashgrove Tce commencing at its intersection with Ferniehurst Street, and extending in a south direction for a distance of 8m. The restriction is to apply at all times. Note 1 applies.

129. Existing Ferniehurst Street / Cashmere Road Intersection - Traffic Controls

- a. Approve that all traffic controls at the intersection of Ferniehurst Street and Cashmere Road be revoked.

130. New Ferniehurst Street / Cashmere Road Intersection - Traffic Control

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Ferniehurst Street and Cashmere Road, as detailed in Attachment B.
- b. Approve that a Give Way control be placed against Ferniehurst Street at its intersection with the west side of Cashmere Road, as detailed in Attachment B.
- c.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 In March 2018 the scheme design for MCR Nor'West Arc (Cashmere to University sections) was approved by the Infrastructure, Transport and Environment Committee. It was resolved that the traffic resolutions be brought back to the appropriate Committee or Council where the delegation lies. **Attachment B** contains the drawings that reflect the resolutions that are required to implement the scheme.
- 3.2 The resolution to the Infrastructure, Transport and Environment Committee meeting is recorded in ITEC/2018/00014 as per **Appendix A**.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 There were no alternative options considered for this report.
- 4.2 There are no fundamental changes between the approved scheme design and the layout as detailed in the 7 March 2018 report. However, the business owner on the corner of Suva and Middleton Streets contacted their local councillor about the loss of parking in 2019, which was passed onto Council staff. Staff worked with the business owner to provide for three additional spaces. These are reflected in the resolutions.

5. Detail / Te Whakamahuki

- 5.1 The MCR Nor'West Arc (Cashmere to University sections) revised scheme was approved by the Infrastructure, Transport and Environment Committee on 7th March 2018. The report presented to that meeting detailed the community views and preferences of the engagement process that took place in 2017 and 2018.
- 5.2 As the design has not changed, the community views and preferences remain the same and no further consultation is required.
- 5.3 The decision affects the following wards/Community Board areas:
 - 5.3.1 Halswell-Hornby-Riccarton Community Board
 - 5.3.2 Spreydon-Cashmere Community Board

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 This project supports Council's Strategic Priority *Increasing active, public and shared transport opportunities* by providing a safe option for cyclists particularly those who would not normally feel comfortable biking among the main stream of traffic.
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 6.2.1 Activity: Active Travel
- 6.3 Level of Service: 10.5.3 More people are choosing to travel by bike. - 4,963 average daily cyclists (>=2.5% increase per year)

Policy Consistency / Te Whai Kaupapa here

- 6.4 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.5 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.6 This option reduces vehicle emissions by encouraging more residents to cycle or walk for local trips and longer trips.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.7 Accessibility has been prioritised in the design for the route through the inclusion of tactile pavers and audible pedestrian crossings.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement - The pre-tender estimate for the completion of these sections is \$21 million. This is consistent with the original report.
- 7.2 Maintenance/Ongoing costs - consistent with original report.
- 7.3 Funding Source - The projects are funded through the Council's capital programme of the 2018 - 2028 Long Term Plan and has funding from the National Land Transport Fund.

CPMS ID Title

23102 MCR Nor'West Arc - Section 1a - Cashmere Road to Sparks Road

47027 MCR Nor'West Arc - Section 1b - Sparks Road to Lincoln/ Halswell Road intersection

47028 MCR Nor'West Arc - Section 1c - Lincoln/ Halswell Road intersection to Annex Rd Underpass

23103 MCR Nor'West Arc - Section 2 - Annex Road/Wigram Road to University

Other / He mea anō

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 The statutory power used to undertake proposals as contained in this report is under the Local Government Act 2002.
- 8.2 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 8.4 The decisions within this report falls within the Committee's Terms of Reference.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.1 There is no legal context, issue or implication relevant to this decision
- 8.2 This report has not been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 If these resolutions are not approved the legalities relating to the uses of the road space including parking and cycle lanes will not be able to be enforced. This would put in question the approval of the scheme by the Infrastructure, Transport and Environment Committee on 07 March 2018.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	ITE Resolutions ex 7th March 2018	60
B ↓	NW Arc resolution plans report final	61

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Authors	Clarrie Pearce - Senior Project Manager Donal Hanrahan - Project Manager Sharon O'Neill - Team Leader Project Management Transport
Approved By	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport David Adamson - General Manager City Services

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

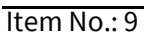
Committee Resolved ITEC/2018/00015

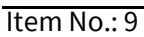
Councillor Keown declared an interest in Resolution 3 of this Item and took no part in the discussion and voting on the matter.

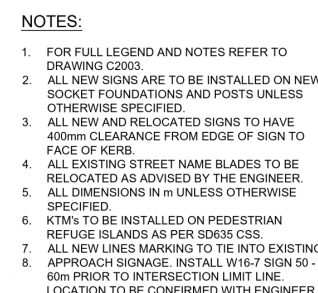
3. Approve the purchase of the Canterbury District Health Board (CDHB) land necessary to construct the proposed cycleway.

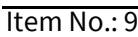
Councillor Clearwater/Councillor Davidson

Carried





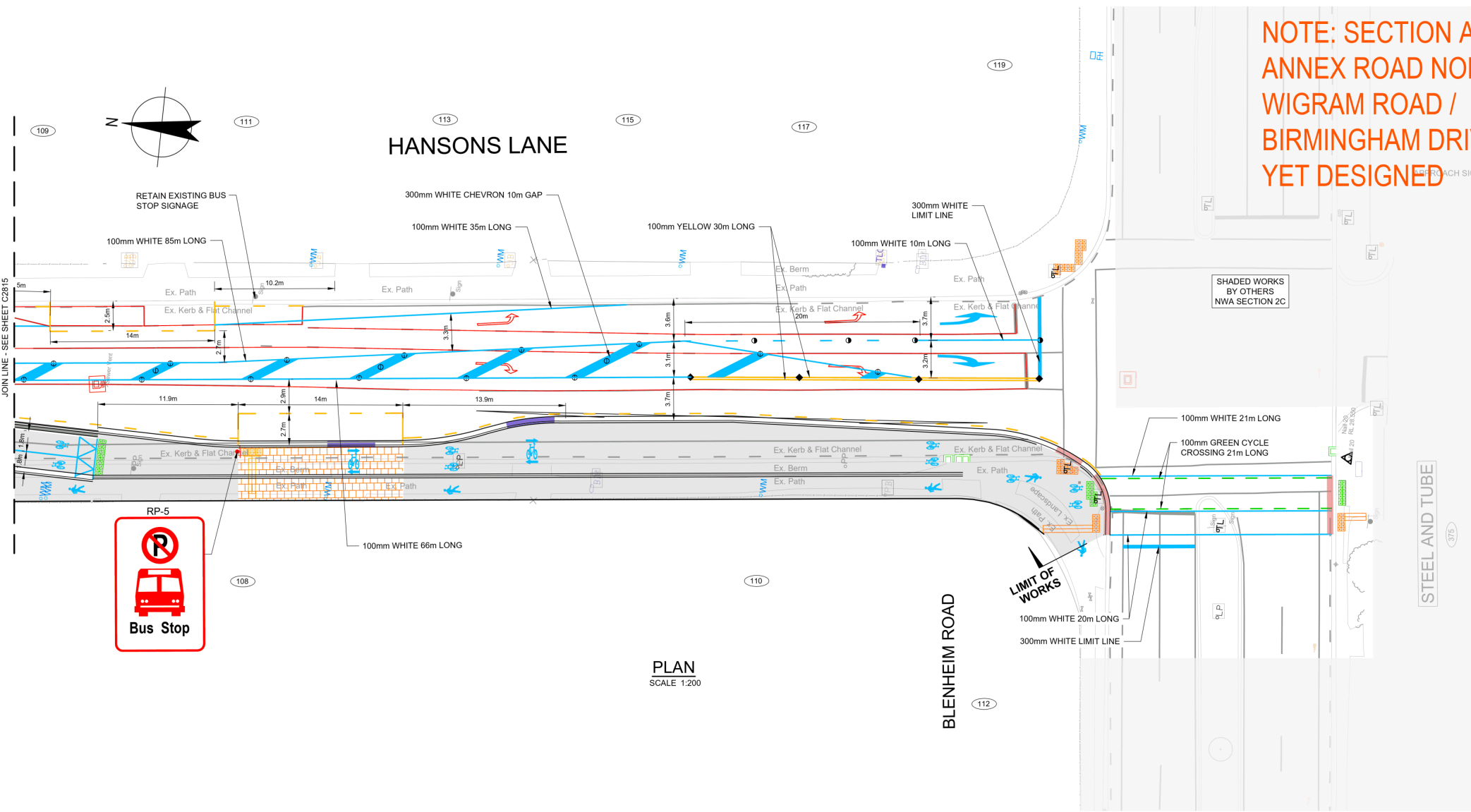




- NOTES:
- FOR FULL LEGEND AND NOTES REFER TO DRAWING C2803.
 - ALL NEW SIGNS ARE TO BE INSTALLED ON NEW SOCKET FOUNDATIONS AND POSTS UNLESS OTHERWISE SPECIFIED.
 - ALL NEW AND RELOCATED SIGNS TO HAVE 400mm CLEARANCE FROM EDGE OF SIGN TO FACE OF KERB.
 - ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
 - ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
 - KTMs TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
 - ALL NEW LINES MARKING TO TIE INTO EXISTING.
 - APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE. 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE. 1m STRIPE, 2m GAP
	LANE LINE. 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES. 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS	
	CANTILEVER STYLE SIGNPOST
	STANDARD SIGNPOST

NOTE: SECTION ALONG ANNEX ROAD NORTH OF WIGRAM ROAD / BIRMINGHAM DRIVE NOT YET DESIGNED



FOR TENDER
NOT FOR CONSTRUCTION

1	TENDER ISSUE	MS	15.05.2020
ISSUE	AMENDMENTS	SIGNED	DATE
CONTRACT NUMBER	RD366501	ORIGINAL SHEET SIZE	A1
CPG PROJECT FILE NUMBER	CP502846	DO NOT SCALE	R40 = 46

Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: 1200 POST JAN 2014 BENCH MK: BM ENDO SURVEY: 26/3/11 SURVEY LB: CCG SAP WBS: MTPLEASANT 2019	DESIGNED: C. French DES REVIEW: A. French DRAWN: C. French DRW CHECK: N. Hopman FILE LOCATION: 0500 NorWest Arc/ACAD 3385027-500-C2812 To C2816.dwg PRINTED ON: 12/05/2020 11:02 am Glen Frowein	NAME: C. French SIGNED: AF DATE: 08.05.2020 DATE: 08.05.2020 DATE: 08.05.2020	APPROVED FOR TENDER DATE: 15.05.2020 SIGNED: M. Spillane FOR CONSTRUCTION DATE: 15.05.2020 SIGNED: M. Spillane	CONSULTANT PELOTON Beca GHD Stantec	CONSULTANT PROJECT REF: 3385027 / 0500 CONSULTANT FILE REF: C2816	PROJECT TITLE MCR - NOR'WEST ARC SECTION 2B SUVA ST / HANSONS LN	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 5
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- NOTES:
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- TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A

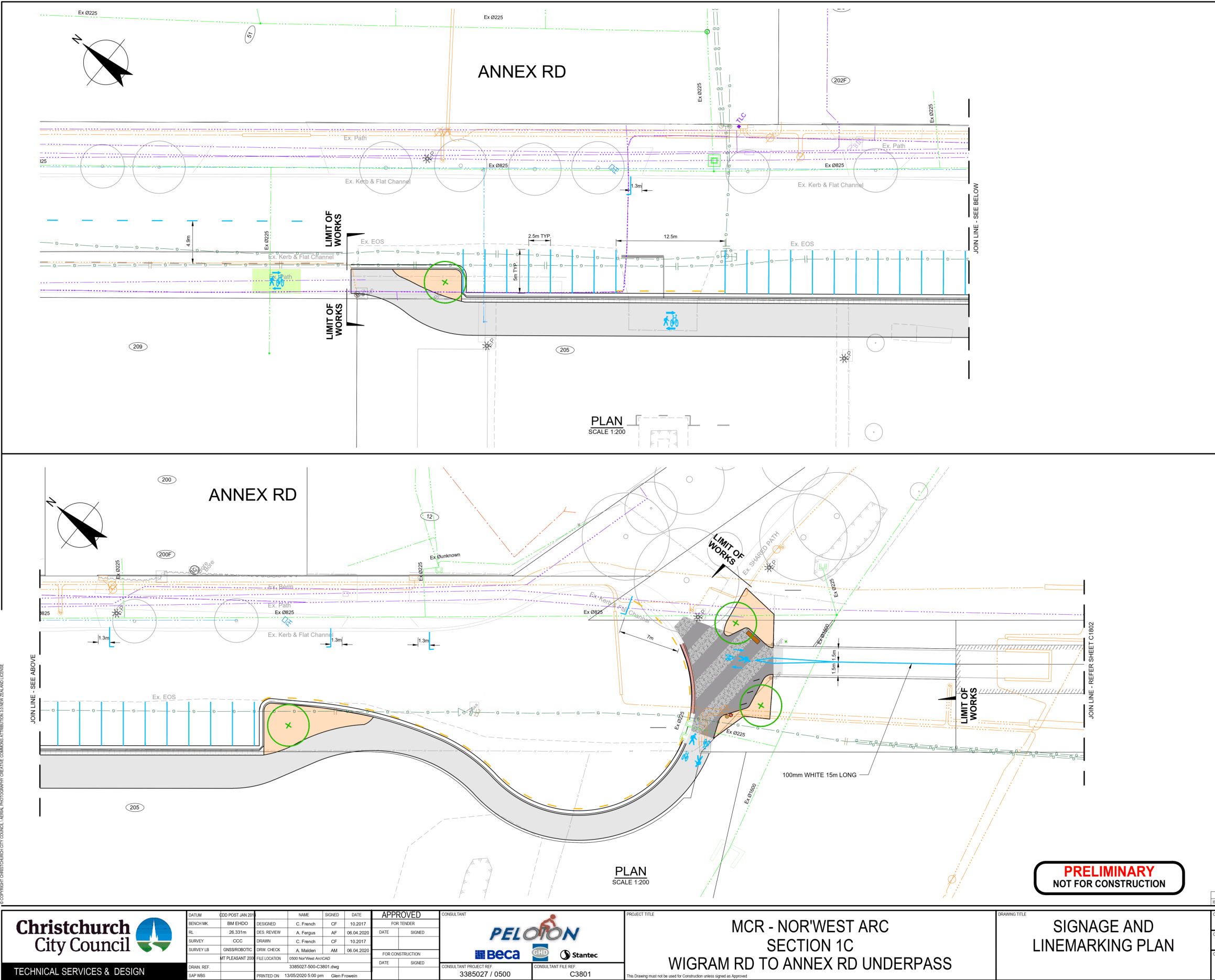
RRPMs:

- WHITE MONO
- RED MONO
- WHITE BI DIRECTIONAL
- WHITE/YELLOW BI DIRECTIONAL
- YELLOW BI DIRECTIONAL

SIGNS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST

A	100% DESIGN	RB	15.05.2020
ISSUE	AMENDMENTS	SIGNED	DATE
CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES	
CAD DRAWING FILE REF: RD366401	A1	1:200	
CPG PROJECT FILE NUMBER		DO NOT SCALE	
CP502846		R9 ~ 10	



DATUM	GD POST JAN 01	NAME	SIGNED	DATE
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RL	26.331m	DES REVIEW	A. Fergus	08.04.2020
SURVEY	CCC	DRAWN	C. French	10.2017
SURVEY LB	GNSROBOTIC	DRW CHECK	A. Malden	08.04.2020
MT PLEASANT 200	FILE LOCATION	0500 No/West Arc/CAD		
DRAWN REF	3385027-500-C3801.dwg			
SAP WBS	PRINTED ON 13/05/2020 5:00 pm	Glen Frowein		

APPROVED	FOR TENDER	DATE	SIGNED
FOR CONSTRUCTION		DATE	SIGNED

CONSULTANT

PELOTON

Beca GHD Stantec

CONSULTANT PROJECT REF: 3385027 / 0500

CONSULTANT FILE REF: C3801

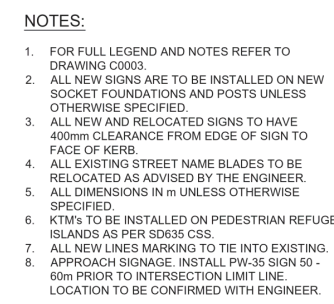
PROJECT TITLE

MCR - NOR'WEST ARC
SECTION 1C
WIGRAM RD TO ANNEX RD UNDERPASS

This Drawing must not be used for Construction unless signed as Approved

DRAWING TITLE

SIGNAGE AND
LINEMARKING PLAN



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- TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A

RRPMs:

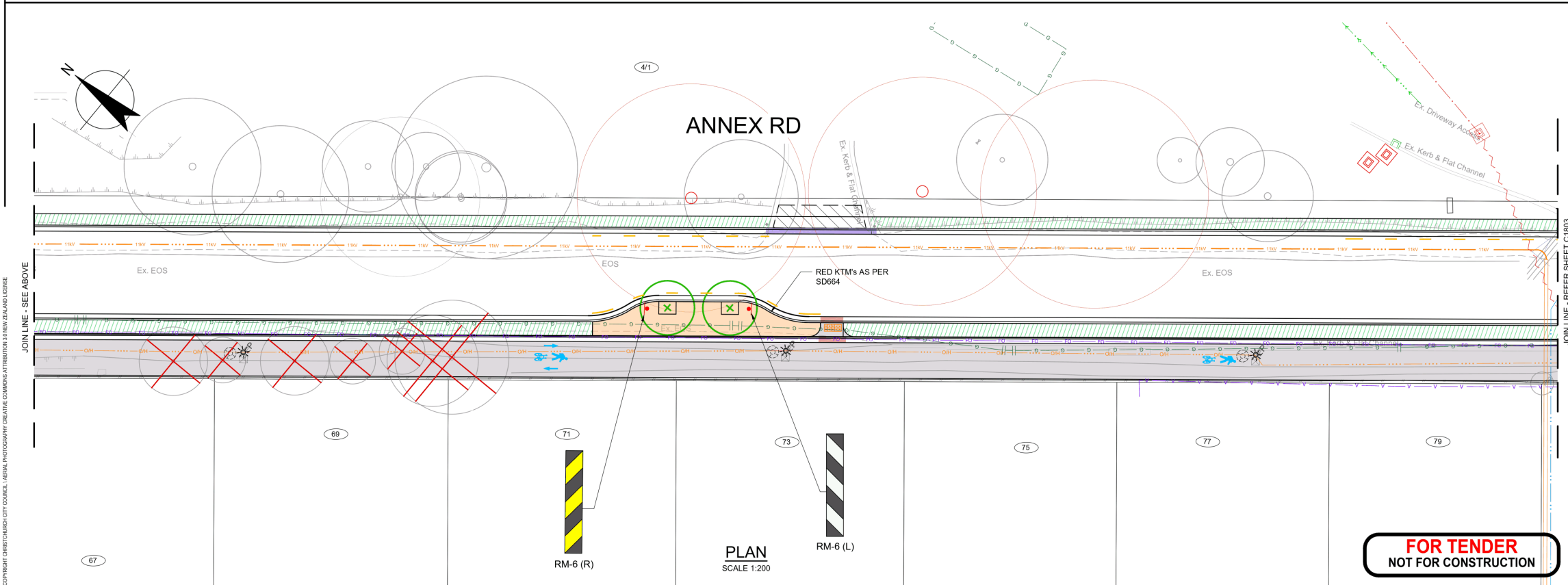
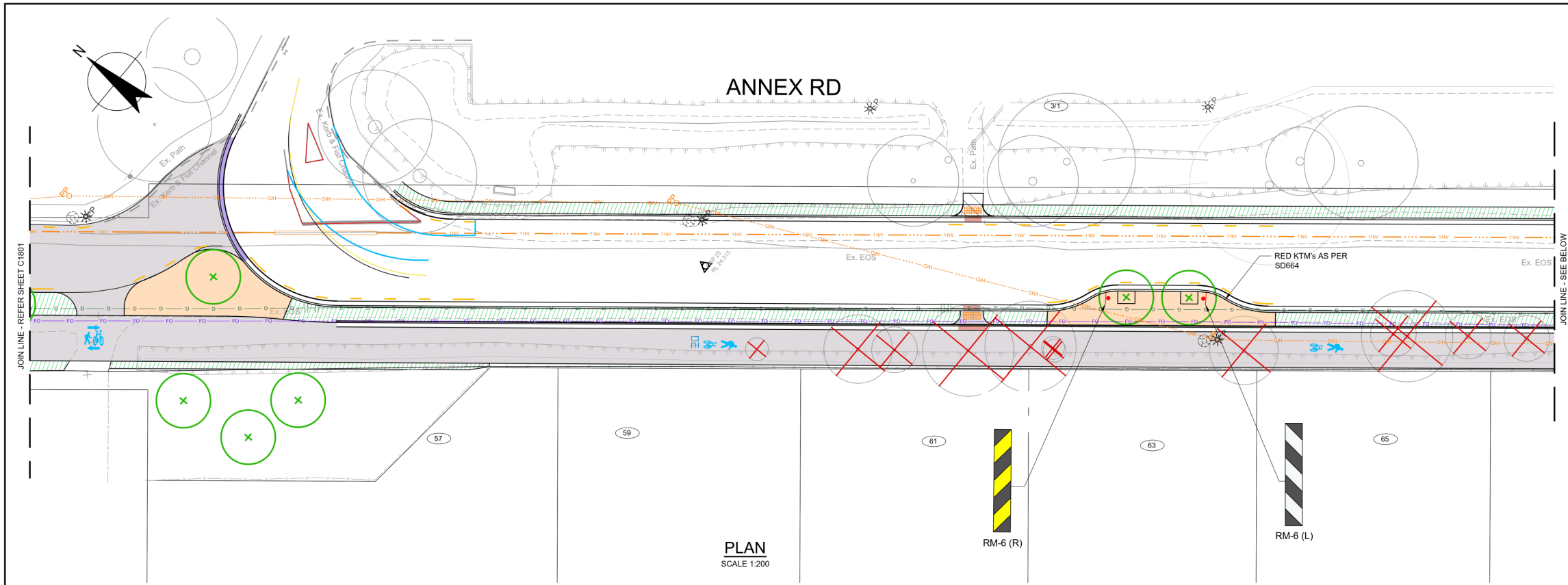
- WHITE MONO
- RED MONO
- WHITE BI DIRECTIONAL
- WHITE/YELLOW BI DIRECTIONAL
- YELLOW BI DIRECTIONAL

SIGNS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST

1	TENDER ISSUE	MS	08.05.2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALE
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CP502846		DO NOT SCALE
		R81 = 105



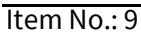
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NOT FOR CONSTRUCTION

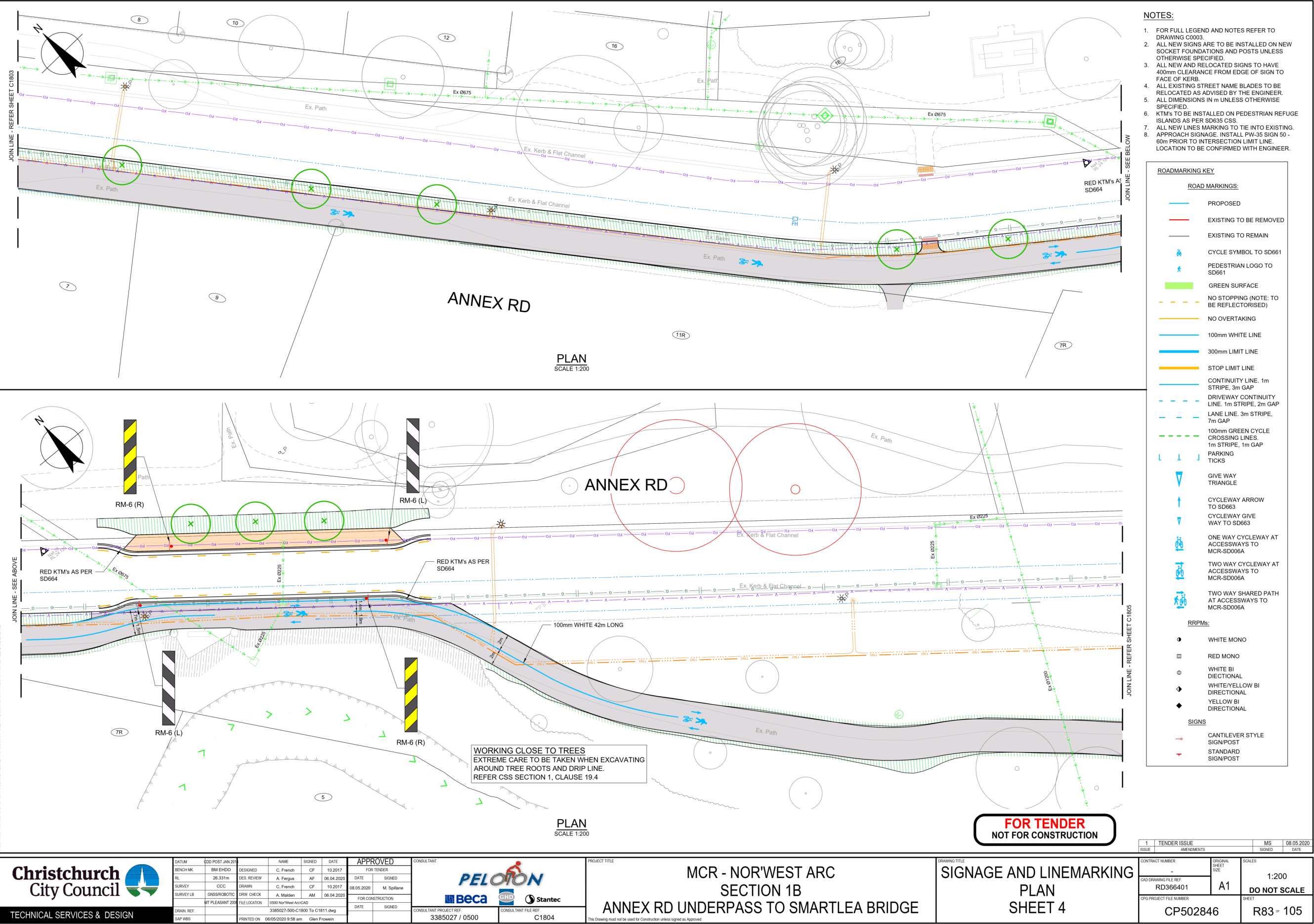
DATUM	GD POST JAN 01	NAME	SIGNED	DATE
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RL	26.331m	DES REVIEW	A. Fergus	08.04.2020
SURVEY	CCC	DRAWN	C. French	10.2017
SURVEY LB	GNSROBOTIC	DRAW CHECK	A. Malden	08.04.2020
MT PLEASANT 200	FILE LOCATION	0500 No/West Arc Road	AM	08.04.2020
DRAWN REF	3385027-500-C1800 To C1811.dwg			
SAP WBS	PRINTED ON 06/05/2020 9:57 am	Glen Frowein		

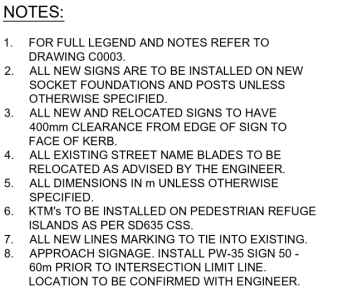
APPROVED	FOR TENDER
DATE	SIGNED
06.05.2020	M. Spillane
FOR CONSTRUCTION	
DATE	SIGNED

CONSULTANT	PROJECT TITLE
PELOTON	MCR - NOR'WEST ARC SECTION 1B
Beca	ANNEX RD UNDERPASS TO SMARTLEA BRIDGE
GHD	
Stantec	
CONSULTANT PROJECT REF	CONSULTANT FILE REF
3385027 / 0500	C1802

DRAWING TITLE
SIGNAGE AND LINEMARKING PLAN SHEET 2



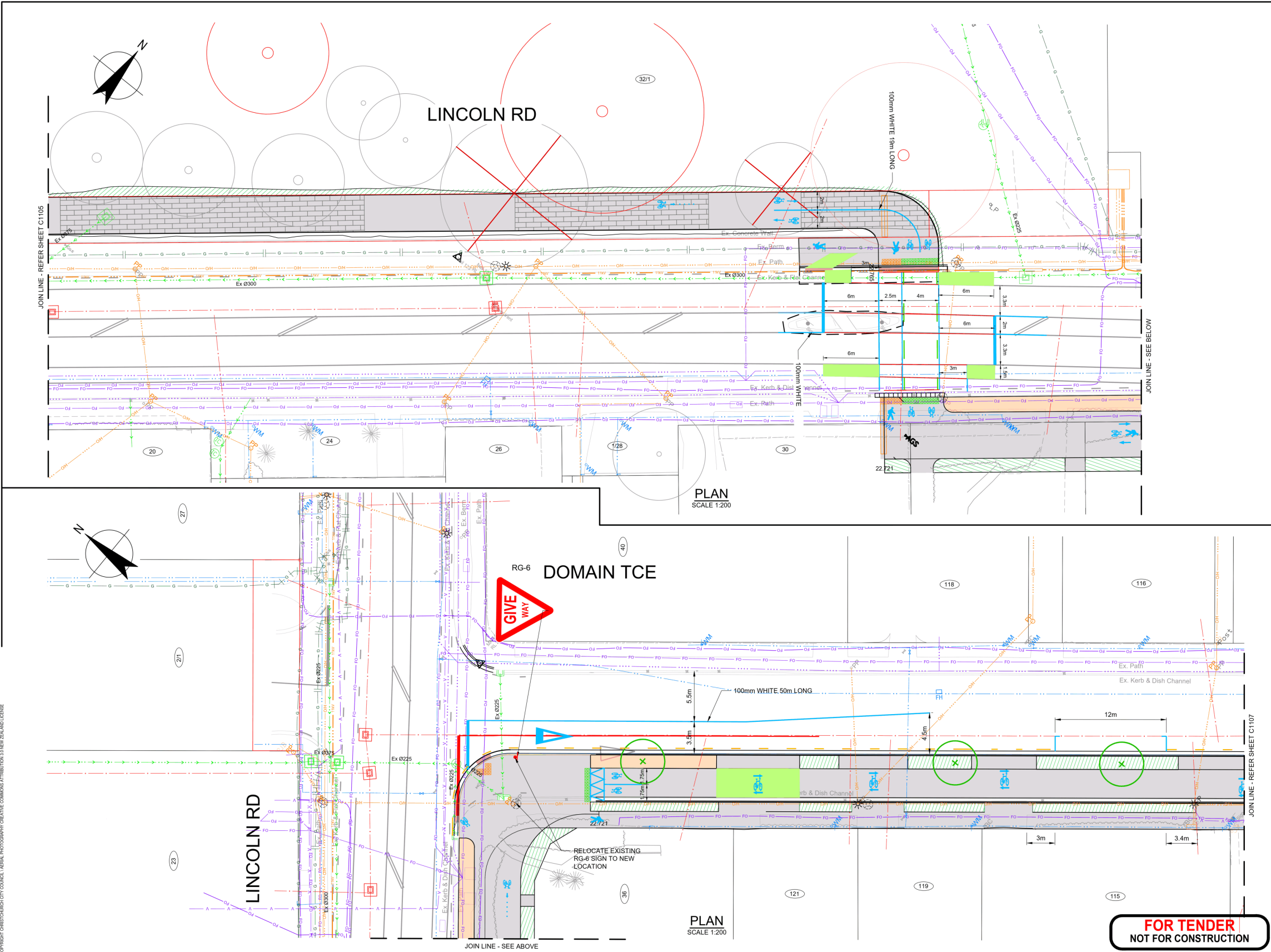





- NOTES:
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	GIVE WAY TRIANGLE
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RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST

1	TENDER ISSUE	MS	08.05.2020
ISSUE	AMENDMENTS	SIGNED	DATE
CONTRACT NUMBER	RD366401	ORIGINAL SHEET SIZE	A1
CAD DRAWING FILE REF.	RD366401	SCALES	1:200
CPG PROJECT FILE NUMBER	CP502846	DO NOT SCALE	
		SHEET	R85 - 105



<div><div>Christchurch City Council</div><div></div><div>TECHNICAL SERVICES & DESIGN</div></div>	DATUM: CDD POST JAN 2019		NAME: C. French		SIGNED: CF	DATE: 10.2017	APPROVED		CONSULTANT: PELOTON		PROJECT TITLE: MCR - NOR'WEST ARC SECTION 1B ANNEX RD UNDERPASS TO SMARTLEA BRIDGE		DRAWING TITLE: SIGNAGE AND LINEMARKING PLAN SHEET 6		CONTRACT NUMBER: RD366401		ORIGINAL SHEET SIZE: A1		SCALES: 1:200	
	BENCH MK: BM EHD0		DESIGNED: C. French		CF		FOR TENDER		CONSULTANT PROJECT REF: 3385027 / 0500		CONSULTANT FILE REF: C1806									
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NOTES:

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RRPMs:

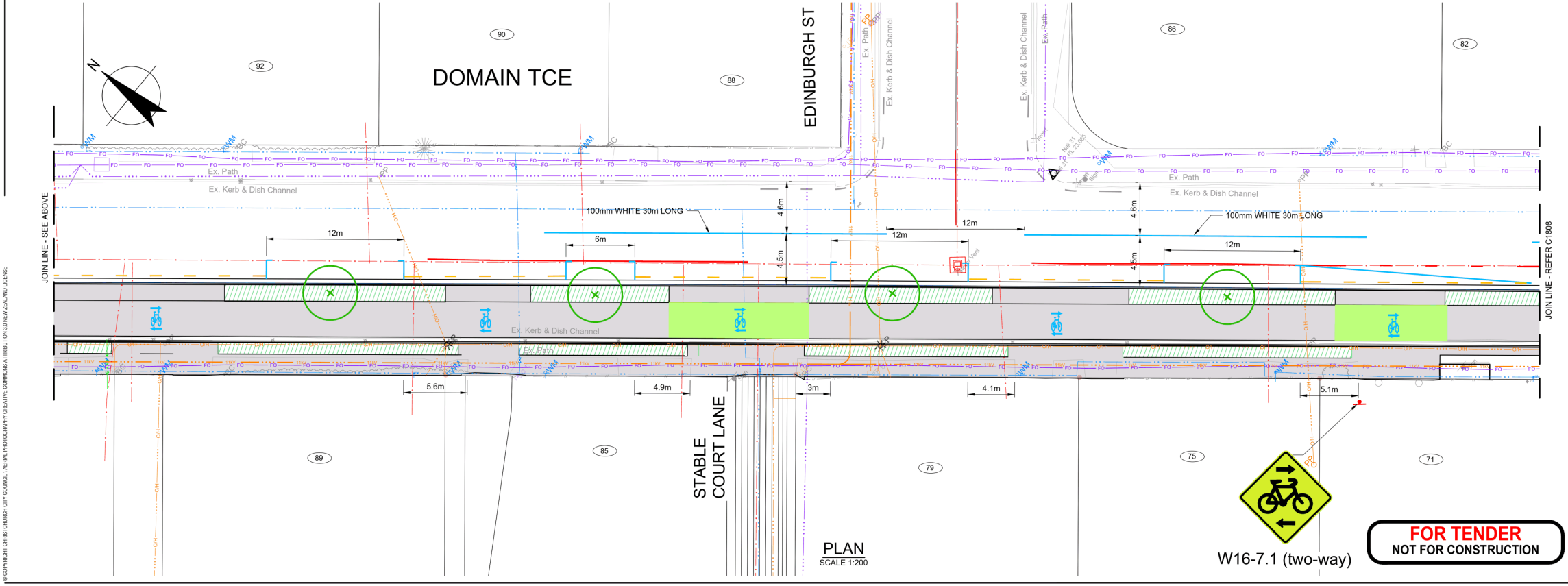
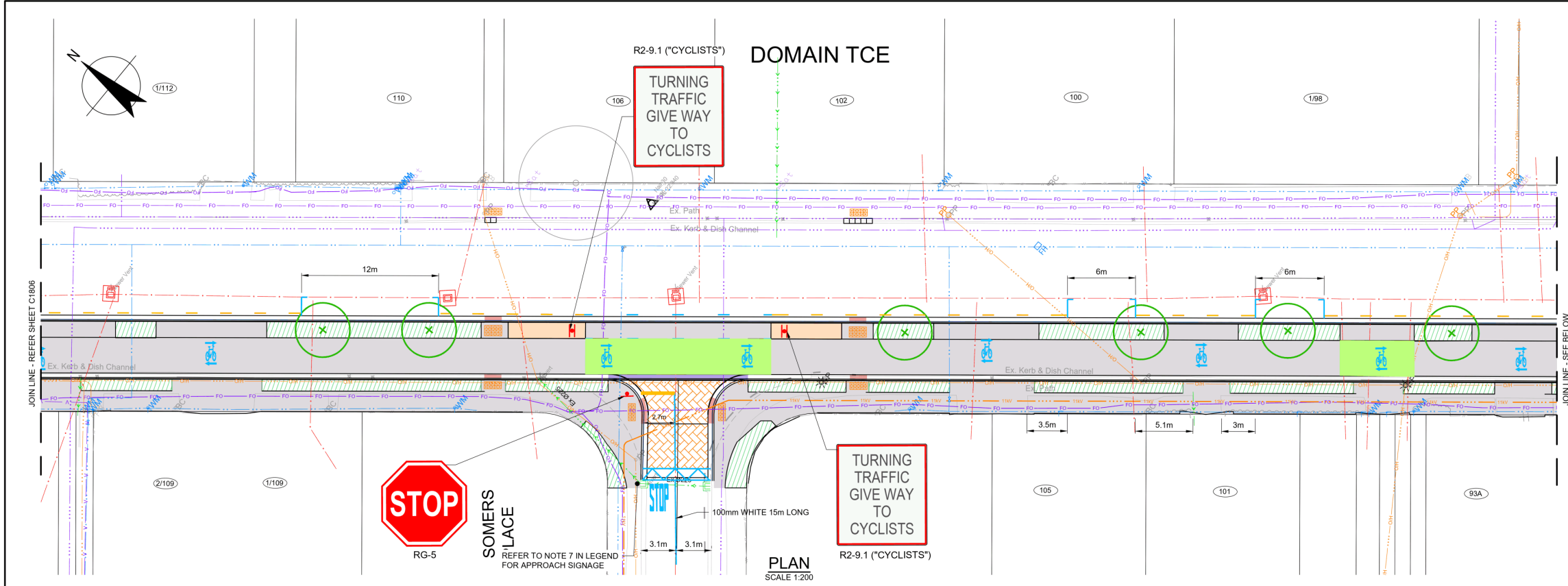
- WHITE MONO
- RED MONO
- WHITE BI DIRECTIONAL
- WHITE/YELLOW BI DIRECTIONAL
- YELLOW BI DIRECTIONAL

SIGNS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST

1	TENDER ISSUE	MS	08.05.2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
RD366401	A1	1:200
CP502846		DO NOT SCALE
		R86 = 105



Christchurch City Council TECHNICAL SERVICES & DESIGN	DATUM	000 POST JAN 01	NAME	SIGNED	DATE	APPROVED	CONSULTANT	PROJECT TITLE	DRAWING TITLE	CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
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	MT PLEASANT 200	FILE LOCATION	FILE CHECK	A. Malden	AM	08.04.2020						
	DRAIN REF	3385027-500-C1800 To C1811.dwg										
	SAP WBS	PRINTED ON 06/05/2020 9:59 am										
		Glen Frowein										

NOTES:

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- PEDESTRIAN LOGO TO SD661
- GREEN SURFACE
- NO STOPPING (NOTE: TO BE REFLECTORISED)
- NO OVERTAKING
- 100mm WHITE LINE
- 300mm LIMIT LINE
- STOP LIMIT LINE
- CONTINUITY LINE. 1m STRIPE, 3m GAP
- DRIVEWAY CONTINUITY LINE. 1m STRIPE, 2m GAP
- LANE LINE. 3m STRIPE, 7m GAP
- 100mm GREEN CYCLE CROSSING LINES. 1m STRIPE, 1m GAP
- PARKING TICKS
- GIVE WAY TRIANGLE
- CYCLEWAY ARROW TO SD663
- CYCLEWAY GIVE WAY TO SD663
- ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A

RRPMs:

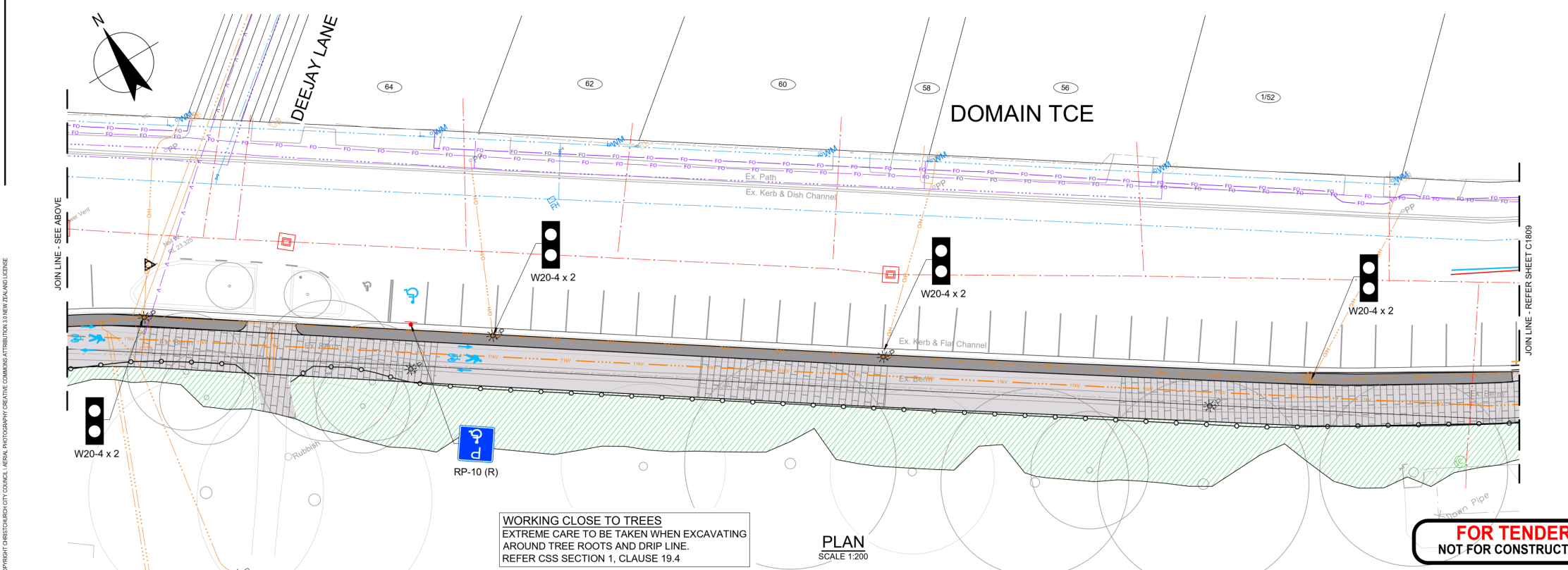
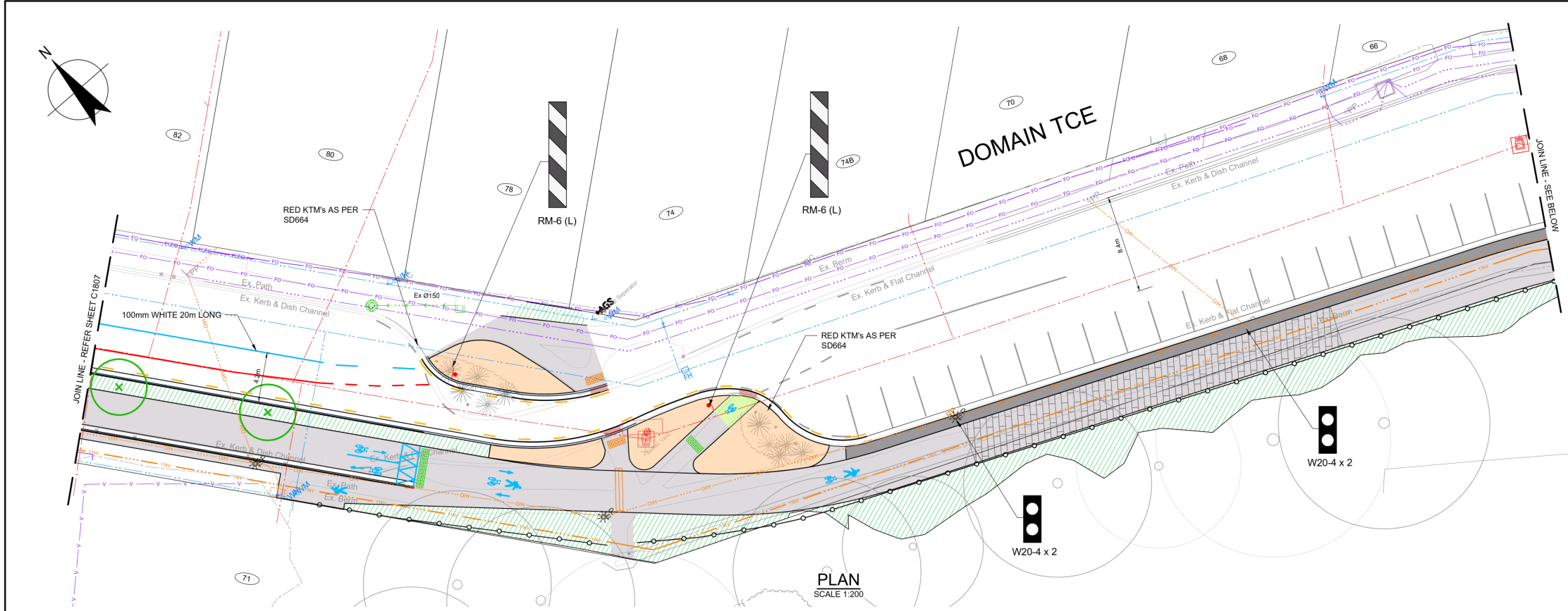
- WHITE MONO
- RED MONO
- WHITE BI DIRECTIONAL
- WHITE/YELLOW BI DIRECTIONAL
- YELLOW BI DIRECTIONAL

SIGNS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST

1	TENDER ISSUE	MS	08.05.2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALE
RD366401	A1	1:200
CP502846		DO NOT SCALE
		R87 = 105

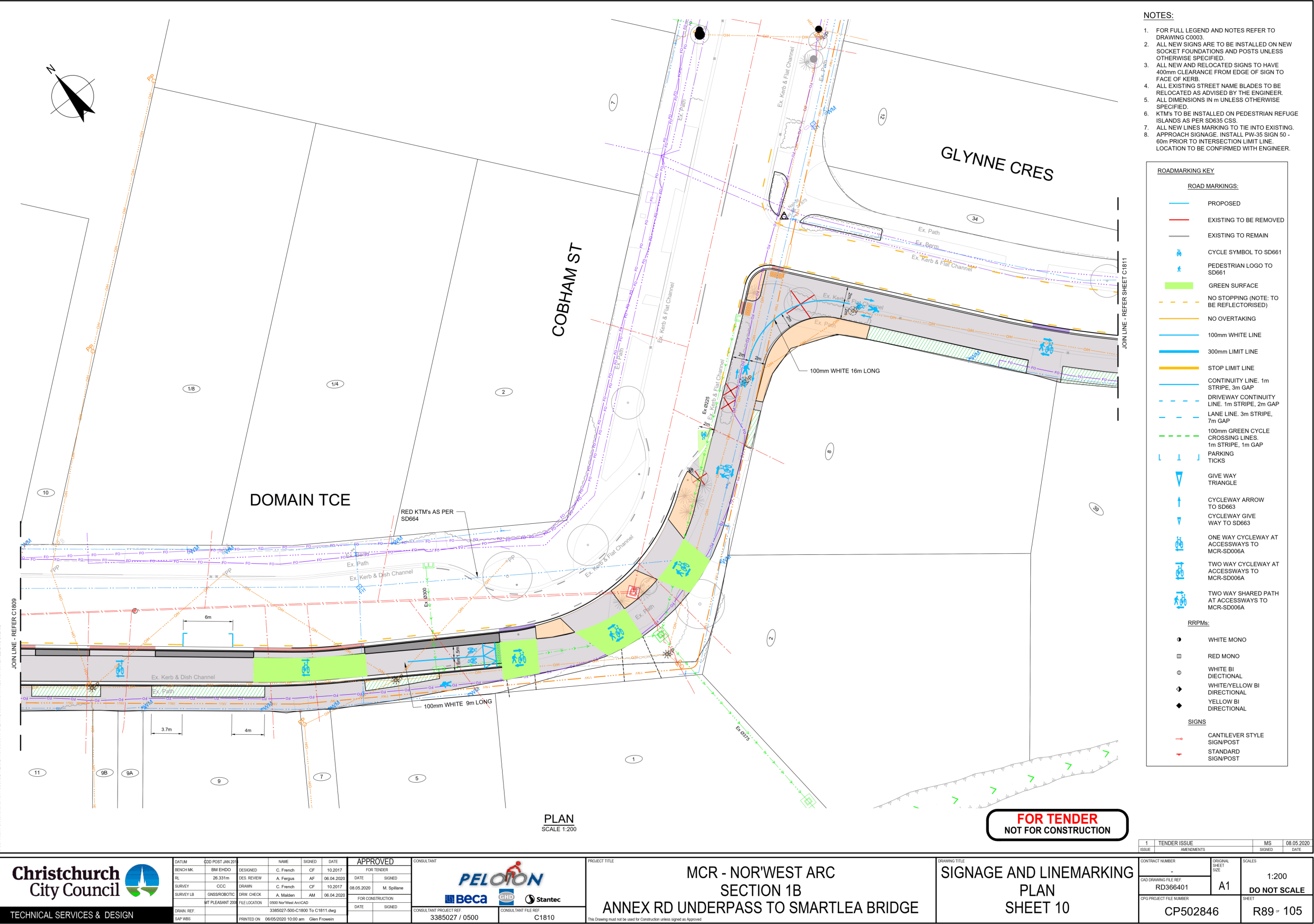


WORKING CLOSE TO TREES
EXTREME CARE TO BE TAKEN WHEN EXCAVATING
AROUND TREE ROOTS AND DRIP LINE.
REFER CSS SECTION 1, CLAUSE 19.4

FOR TENDER
NOT FOR CONSTRUCTION

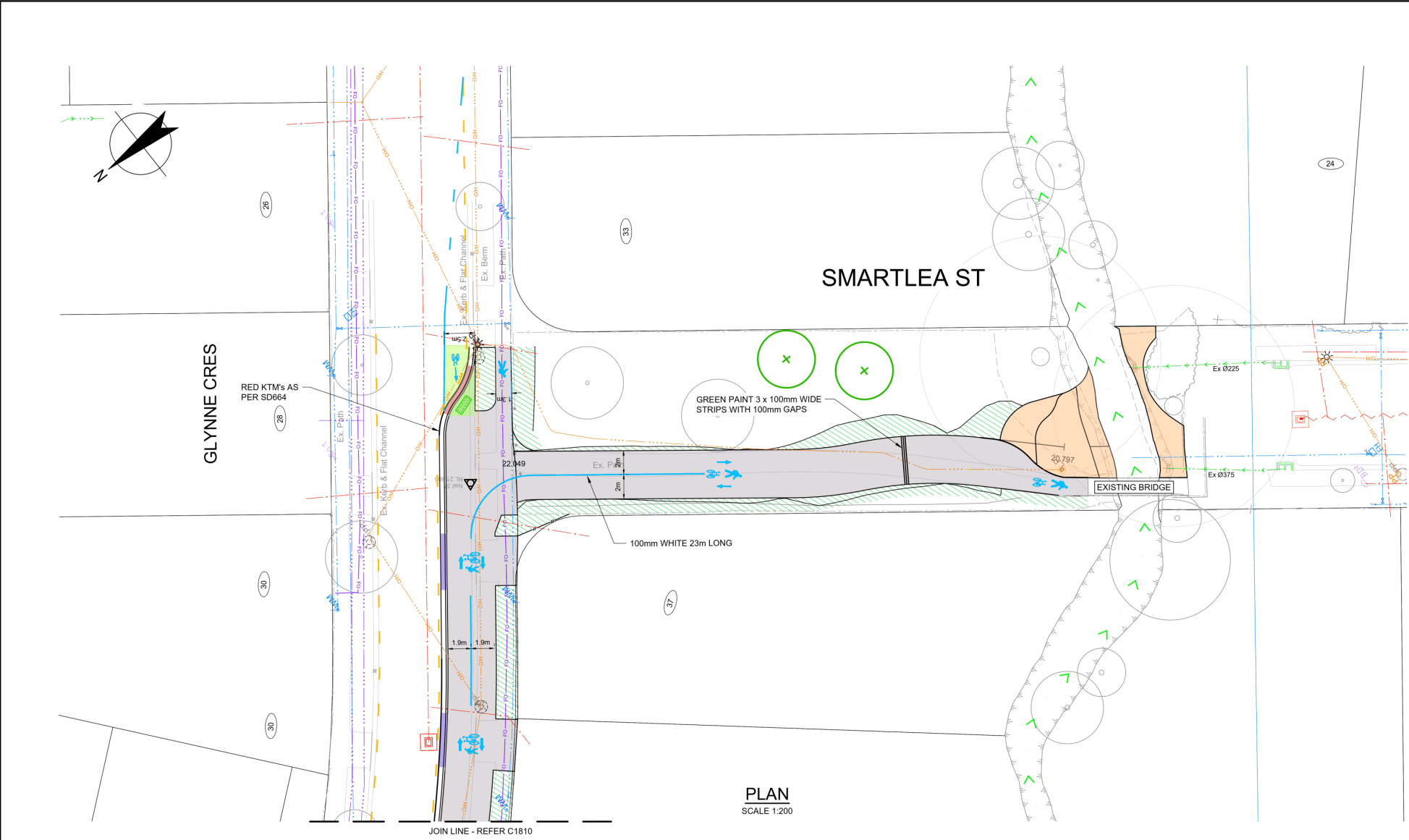
Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: CDD POST JAN 01/01 BENCH MK: BM 4500 RL: 26.331m SURVEY: CCC SURVEY LB: GNS/ROBOTIC MT PLEASANT 200 SAP WBS: 3385027-500-C1808 To C1811.dwg PRINTED ON: 06/05/2020 9:59 am Glen Frowin	DESIGNED: C. French DES REVIEW: A. French DRAWN: C. French DRAW CHECK: A. Malden FILE LOCATION: 0500 No/West Arc/ARC 3385027-500-C1808 To C1811.dwg DATE: 06/05/2020	APPROVED FOR TENDER DATE: 06/05/2020 SIGNED: M. Spillane FOR CONSTRUCTION DATE: 06/05/2020 SIGNED: M. Spillane	CONSULTANT PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0500 CONSULTANT FILE REF: C1808	PROJECT TITLE MCR - NOR'WEST ARC SECTION 1B ANNEX RD UNDERPASS TO SMARTLEA BRIDGE This Drawing must not be used for Construction unless signed as Approved	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 8	CONTRACT NUMBER RD366401 CP502846	ORIGINAL SHEET SIZE A1	SCALE 1:200 DO NOT SCALE R87 = 105
---	--	---	--	--	---	---	--	---	---------------------------	---

Note: * Indicates signatures on original issue of drawing or last revision of drawing



- NOTES:
1. FOR FULL LEGEND AND NOTES REFER TO DRAWING C0003.
 2. ALL NEW SIGNS ARE TO BE INSTALLED ON NEW SOCKET FOUNDATIONS AND POSTS UNLESS OTHERWISE SPECIFIED.
 3. ALL NEW AND RELOCATED SIGNS TO HAVE 400mm CLEARANCE FROM EDGE OF SIGN TO FACE OF KERB.
 4. ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
 5. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
 6. KTM's TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
 7. ALL NEW LINES MARKING TO TIE INTO EXISTING.
 8. APPROACH SIGNAGE. INSTALL PW-35 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE. 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE. 1m STRIPE, 2m GAP
	LANE LINE. 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES. 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST



FOR TENDER
NOT FOR CONSTRUCTION

1	TENDER ISSUE	MS	08.05.2020
ISSUE	SIGNED	DATE	
AMENDMENTS	SIGNED	DATE	
CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALE	
-	A1	1:200	
CAD DRAWING FILE REF: RD366401		DO NOT SCALE	
CPG PROJECT FILE NUMBER	SHEET		
CP502846	R90	105	

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<div>Christchurch City Council</div> <div>TECHNICAL SERVICES & DESIGN</div>		DATE		APPROVED		CONSULTANT		<div>PROJECT TITLE</div> <div>MCR - NOR'WEST ARC SECTION 1B ANNEX RD UNDERPASS TO SMARTLEA BRIDGE</div> <div>This Drawing must not be used for Construction unless signed as Approved</div>		<div>DRAWING TITLE</div> <div>SIGNAGE AND LINEMARKING PLAN SHEET 11</div>		CONTRACT NUMBER		ORIGINAL SHEET SIZE		SCALES	
		BENCH MK		DESIGNED		FOR TENDER						SAP DRAWING FILE REF		SHEET			
		RL		DES REVIEW		DATE						SIGNED		DO NOT SCALE			
		SURVEY		DRAWN		DATE						SIGNED					
		SURVEY LB		GRW CHECK		DATE						SIGNED					
MT PLEASANT 200		FILE LOCATION		3385027-500-C1800 To C1811.dwg		CONSULTANT PROJECT REF		CONSULTANT FILE REF		CP502846		R90 ~ 105					
ORAN. REF.		PRINTED ON		06/05/2020 10:00 am		Glen Frowein											

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ROADMARKING KEY

ROAD MARKINGS:

- PROPOSED
- EXISTING TO BE REMOVED
- EXISTING TO REMAIN
- CYCLE SYMBOL TO SD661
- PEDESTRIAN LOGO TO SD661
- GREEN SURFACE
- NO STOPPING (NOTE: TO BE REFLECTORISED)
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- 100mm WHITE LINE
- 300mm LIMIT LINE
- STOP LIMIT LINE
- CONTINUITY LINE. 1m STRIPE, 3m GAP
- DRIVEWAY CONTINUITY LINE. 1m STRIPE, 2m GAP
- LANE LINE. 3m STRIPE, 7m GAP
- 100mm GREEN CYCLE CROSSING LINES. 1m STRIPE, 1m GAP
- PARKING TICKS
- GIVE WAY TRIANGLE
- CYCLEWAY ARROW TO SD663
- CYCLEWAY GIVE WAY TO SD663
- ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A

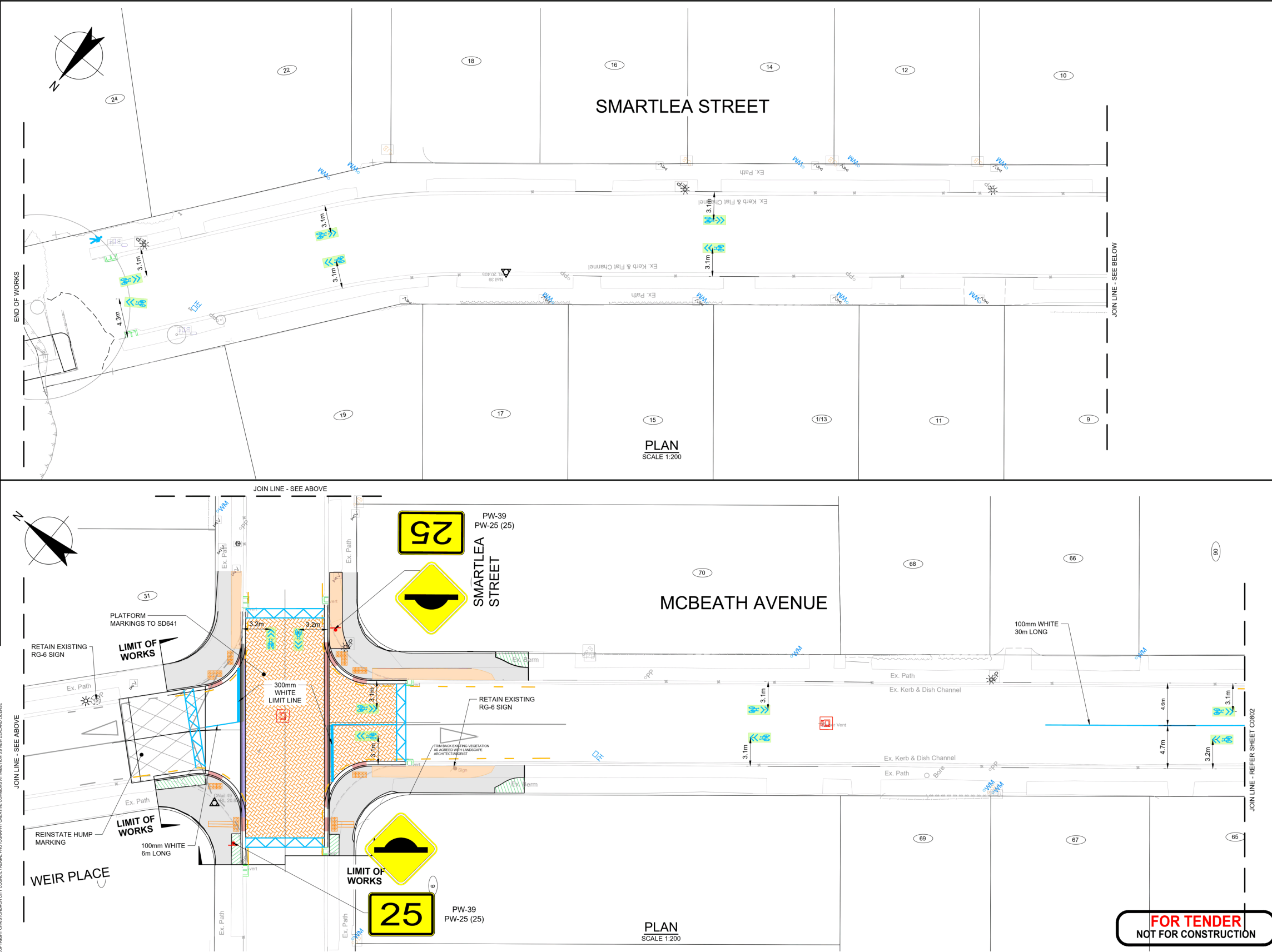
RRPMs:

- WHITE MONO
- RED MONO
- WHITE BI DIRECTIONAL
- WHITE/YELLOW BI DIRECTIONAL
- YELLOW BI DIRECTIONAL

SIGNS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST

1	TENDER ISSUE	MS	08.05.2020
ISSUE	AMENDMENTS	SIGNED	DATE
CONTRACT NUMBER	RD366301	ORIGINAL SHEET SIZE	A1
CAD DRAWING FILE REF.	RD366301	DO NOT SCALE	
CPG PROJECT FILE NUMBER	CP502846	SHEET	R58 - 78

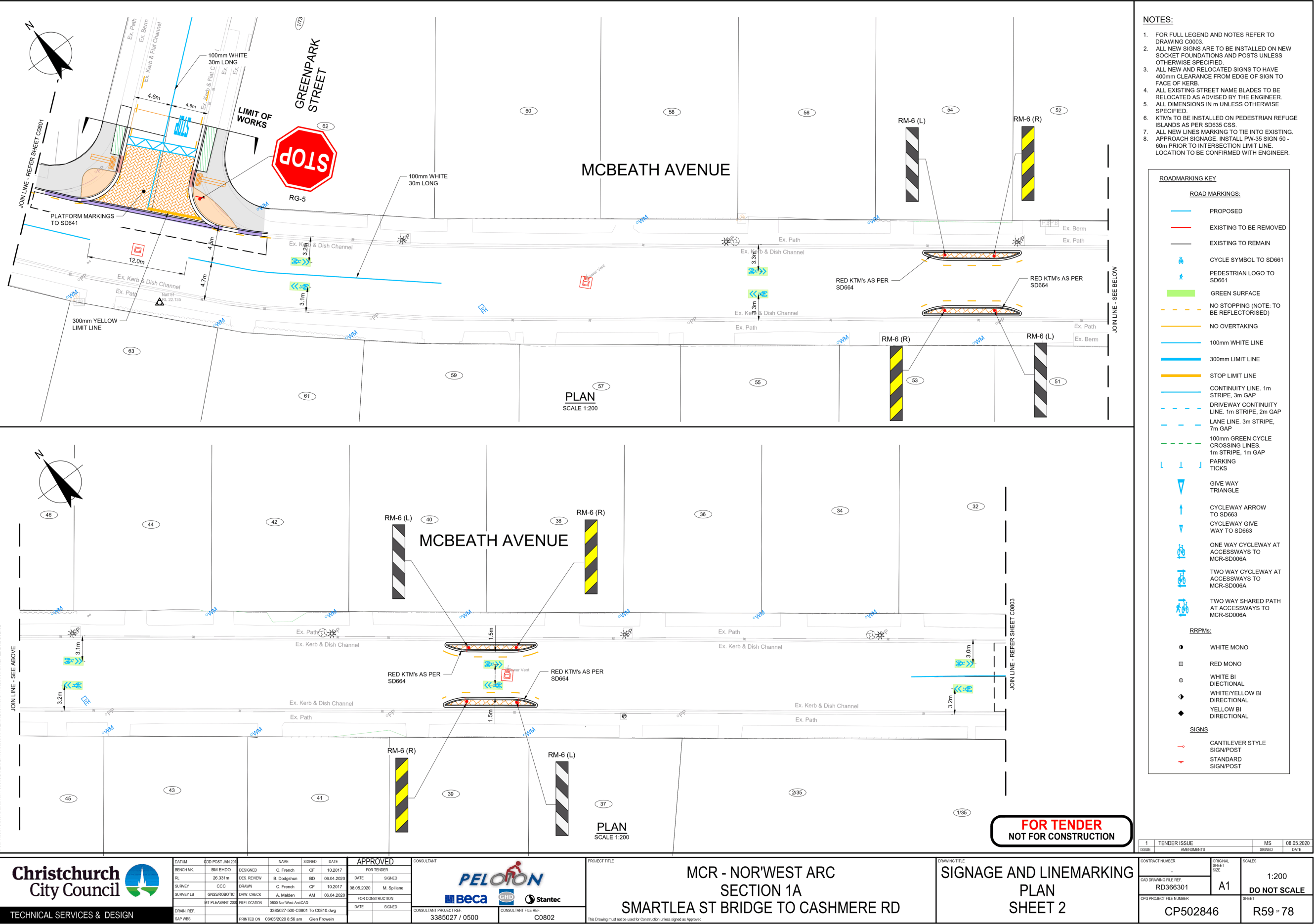


Christchurch
City Council

TECHNICAL SERVICES & DESIGN

DATUM	GD POST JAN 01	NAME	SIGNED	DATE	APPROVED	FOR TENDER	CONSULTANT	PROJECT TITLE	DRAWING TITLE	CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
BENCH MK	BM EXD0	DESIGNED	C. French	01.10.2017	DATE	SIGNED	PELOTON	MCR - NOR'WEST ARC SECTION 1A	SIGNAGE AND LINEMARKING PLAN SHEET 1	RD366301	A1	1:200
SURVEY	26.331m	DES REVIEW	B. Dwyer	08.04.2020	DATE	SIGNED	Beca	SMARTLEA ST BRIDGE TO CASHMERE RD				DO NOT SCALE
SURVEY LB	CCC	DRAWN	C. French	01.10.2017	DATE	SIGNED	GHD					
FILE LOCATION	0500 No'West Arc	FILE CHECK	A. Malden	08.04.2020	DATE	SIGNED	Stantec					
MT PLEASANT 200		FILE LOCATION	0500 No'West Arc		DATE	SIGNED						
DRAWN REF	3385027-500-C0801 To C0810.dwg				DATE	SIGNED						
SAP WEB	PRINTED ON 06/05/2020 8:55 am				DATE	SIGNED						

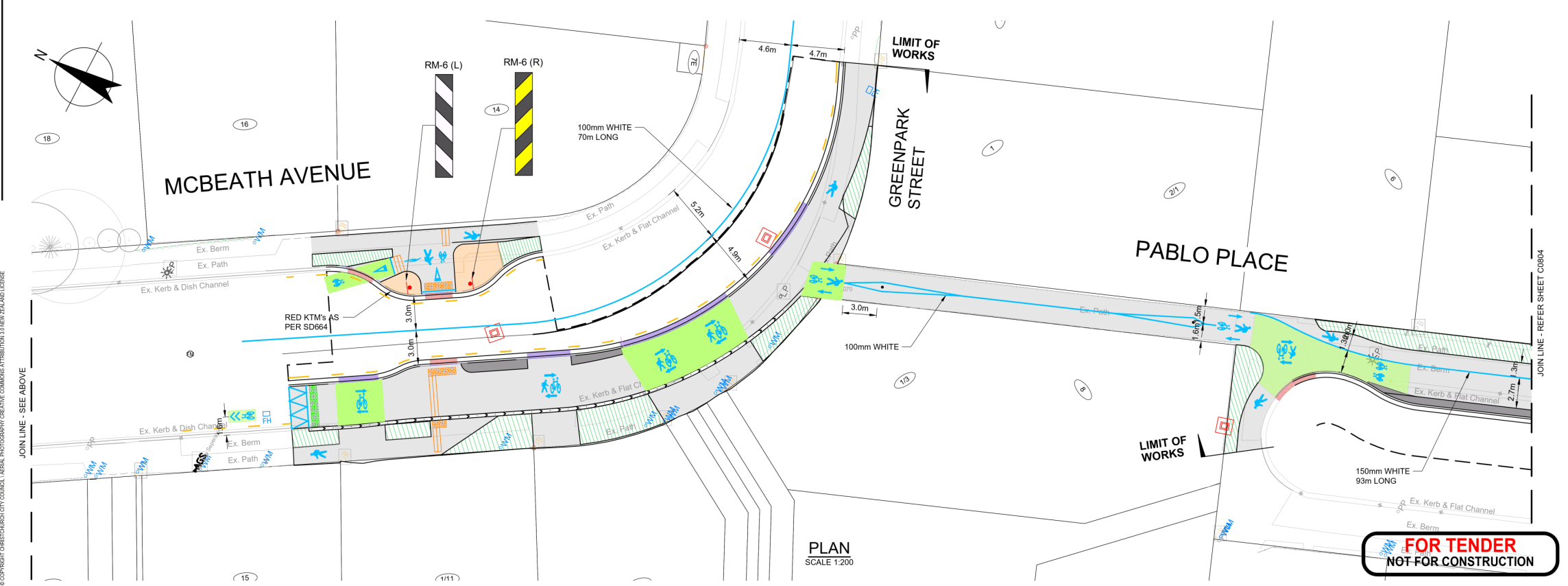
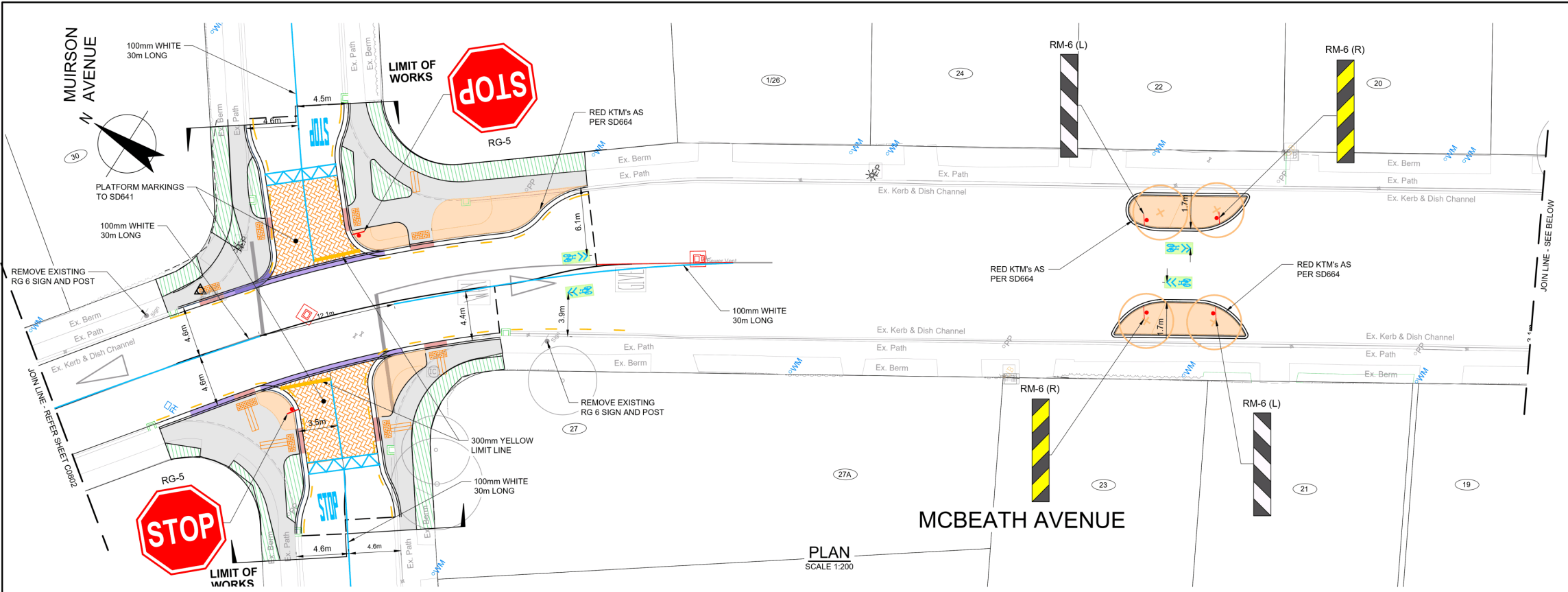
Note: * Indicates signatures on original issue of drawing or last revision of drawing



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 2. ALL NEW SIGNS ARE TO BE INSTALLED ON NEW SOCKET FOUNDATIONS AND POSTS UNLESS OTHERWISE SPECIFIED.
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 4. ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
 5. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
 6. KTM's TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
 7. ALL NEW LINES MARKING TO TIE INTO EXISTING.
 8. APPROACH SIGNAGE, INSTALL PW-35 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

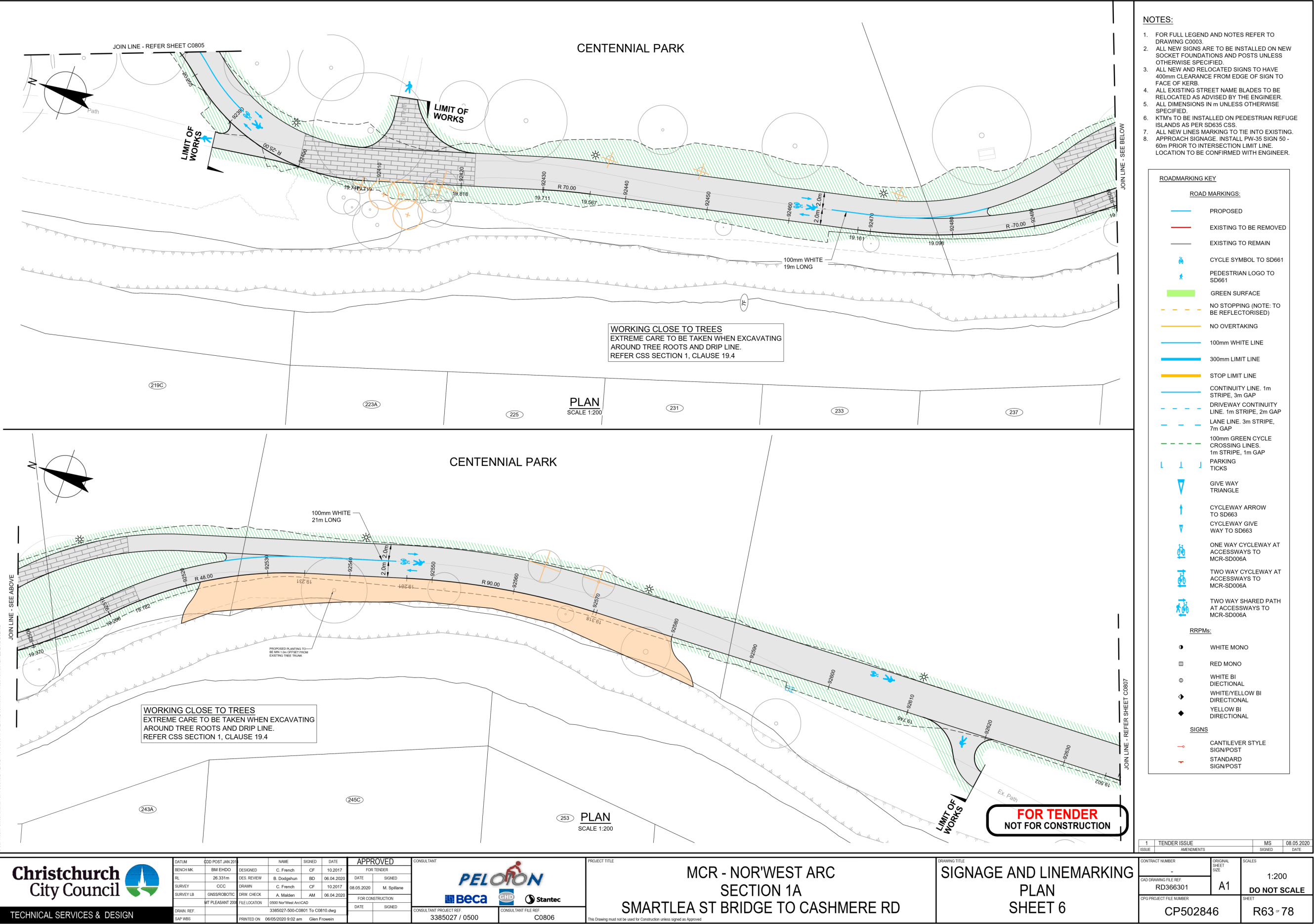
ROADMARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE, 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE, 1m STRIPE, 2m GAP
	LANE LINE, 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST

1	TENDER ISSUE	MS	08/05/2020
ISSUE	AMENDMENTS	SIGNED	DATE
CONTRACT NUMBER	RD366301	ORIGINAL SHEET SIZE	A1
CAD DRAWING FILE REF.	CP502846	DO NOT SCALE	1:200
CP5 PROJECT FILE NUMBER	CP502846	R60 ~ 78	



<div><div>Christchurch City Council</div><div></div><div>TECHNICAL SERVICES & DESIGN</div></div>	DATUM: CDD POST JAN 2019		NAME:		SIGNED:	DATE:	APPROVED:		CONSULTANT:		PROJECT TITLE:		DRAWING TITLE:		CONTRACT NUMBER:		ORIGINAL SHEET SIZE:	SCALES:
	BENCH MK:	BM EHD0	DESIGNED:	C. French	CF	10.2017	FOR TENDER:		PELOTON		MCR - NOR'WEST ARC SECTION 1A		SIGNAGE AND LINEMARKING		-		A1	1:200
	RL:	26.331m	DES. REVIEW:	B. Dudgehun	BD	08.04.2020	DATE:	SIGNED:	Beca GHD Stantec		SMARTLEA ST BRIDGE TO CASHMERE RD		PLAN SHEET 3		GAD DRAWING FILE REF:			
	SURVEY:	CCC	DRAWN:	C. French	CF	10.2017	08.05.2020	M. Spillane							RD366301			
	SURVEY LB:	GNS/ROBOTS	DRW. CHECK:	A. Malden	AM	08.04.2020	FOR CONSTRUCTION:								CP5 PROJECT FILE NUMBER:		SHEET	R60 ~ 78
		MT PLEASANT 2019	FILE LOCATION:	0500 Nor'West Arc/CAD			DATE:	SIGNED:	CONSULTANT PROJECT REF:		CONSULTANT FILE REF:				CP502846			
	DRAWN. REF:			3385027-500-C0801 To C0810.dwg					3385027 / 0500		C0803							
	SAP. WBS:		PRINTED ON:	06/05/2020 8:57 am			Glen Frowen						This drawing must not be used for Construction unless signed as Approved					





NOTES:

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4. ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
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8. APPROACH SIGNAGE, INSTALL PW-35 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY

ROAD MARKINGS:

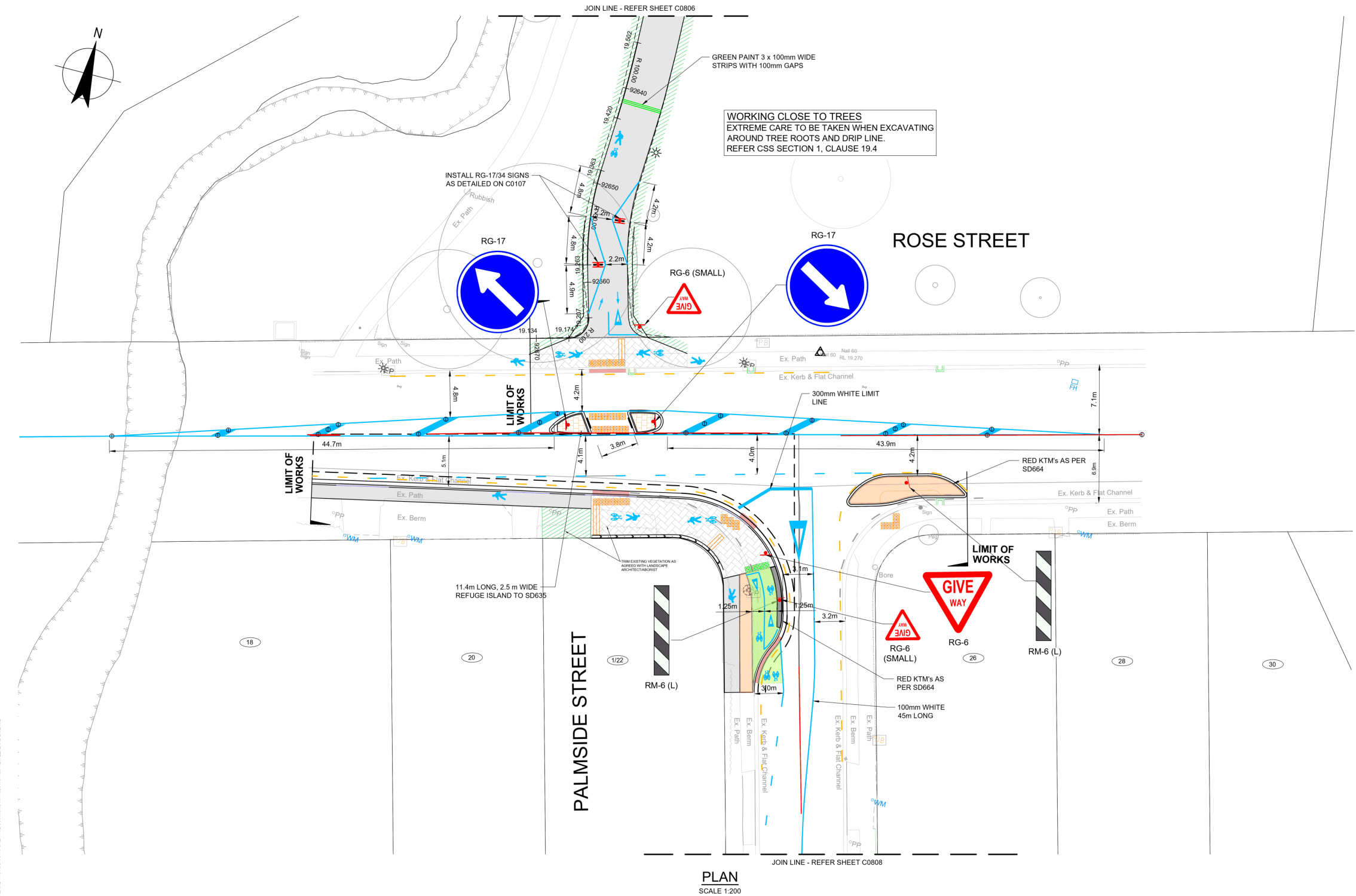
- PROPOSED
- EXISTING TO BE REMOVED
- EXISTING TO REMAIN
- CYCLE SYMBOL TO SD661
- PEDESTRIAN LOGO TO SD661
- GREEN SURFACE
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- NO OVERTAKING
- 100mm WHITE LINE
- 300mm LIMIT LINE
- STOP LIMIT LINE
- CONTINUITY LINE, 1m STRIPE, 3m GAP
- DRIVEWAY CONTINUITY LINE, 1m STRIPE, 2m GAP
- LANE LINE, 3m STRIPE, 7m GAP
- 100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
- PARKING TICKS
- GIVE WAY TRIANGLE
- CYCLEWAY ARROW TO SD663
- CYCLEWAY GIVE WAY TO SD663
- ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A

RRPMs:

- WHITE MONO
- RED MONO
- WHITE BI DIRECTIONAL
- WHITE/YELLOW BI DIRECTIONAL
- YELLOW BI DIRECTIONAL

SIGNS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST



PLAN
SCALE 1:200

FOR TENDER
NOT FOR CONSTRUCTION

1	TENDER ISSUE	MS	08.05.2020
ISSUE	SIGNED	SIGNED	DATE
CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALE	
RD366301	A1	1:200	
CP502846		DO NOT SCALE	
		R64 = 78	

DATE	NAME	SIGNED	DATE	APPROVED
10.2017	C. French	CF	10.2017	FOR TENDER
08.04.2020	B. Dwyer	BD	08.04.2020	DATE
10.2017	C. French	CF	10.2017	SIGNED
08.05.2020	A. Malden	AM	08.05.2020	DATE
08.04.2020	A. Malden	AM	08.04.2020	SIGNED

CONSULTANT	PROJECT REF	CONSULTANT FILE REF
PELOTON	3385027 / 0500	C0807
Beca		
GHD		
Stantec		

PROJECT TITLE	DRAWING TITLE
MCR - NOR'WEST ARC SECTION 1A SMARTLEA ST BRIDGE TO CASHMERE RD	SIGNAGE AND LINEMARKING PLAN SHEET 7

- NOTES:
1. FOR FULL LEGEND AND NOTES REFER TO DRAWING C0003.
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 4. ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
 5. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
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 8. APPROACH SIGNAGE, INSTALL PW-35 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY

ROAD MARKINGS:

- PROPOSED
- EXISTING TO BE REMOVED
- EXISTING TO REMAIN
- CYCLE SYMBOL TO SD661
- PEDESTRIAN LOGO TO SD661
- GREEN SURFACE
- NO STOPPING (NOTE: TO BE REFLECTORISED)
- NO OVERTAKING
- 100mm WHITE LINE
- 300mm LIMIT LINE
- STOP LIMIT LINE
- CONTINUITY LINE, 1m STRIPE, 3m GAP
- DRIVEWAY CONTINUITY LINE, 1m STRIPE, 2m GAP
- LANE LINE, 3m STRIPE, 7m GAP
- 100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
- PARKING TICKS
- GIVE WAY TRIANGLE
- CYCLEWAY ARROW TO SD663
- CYCLEWAY GIVE WAY TO SD663
- ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A

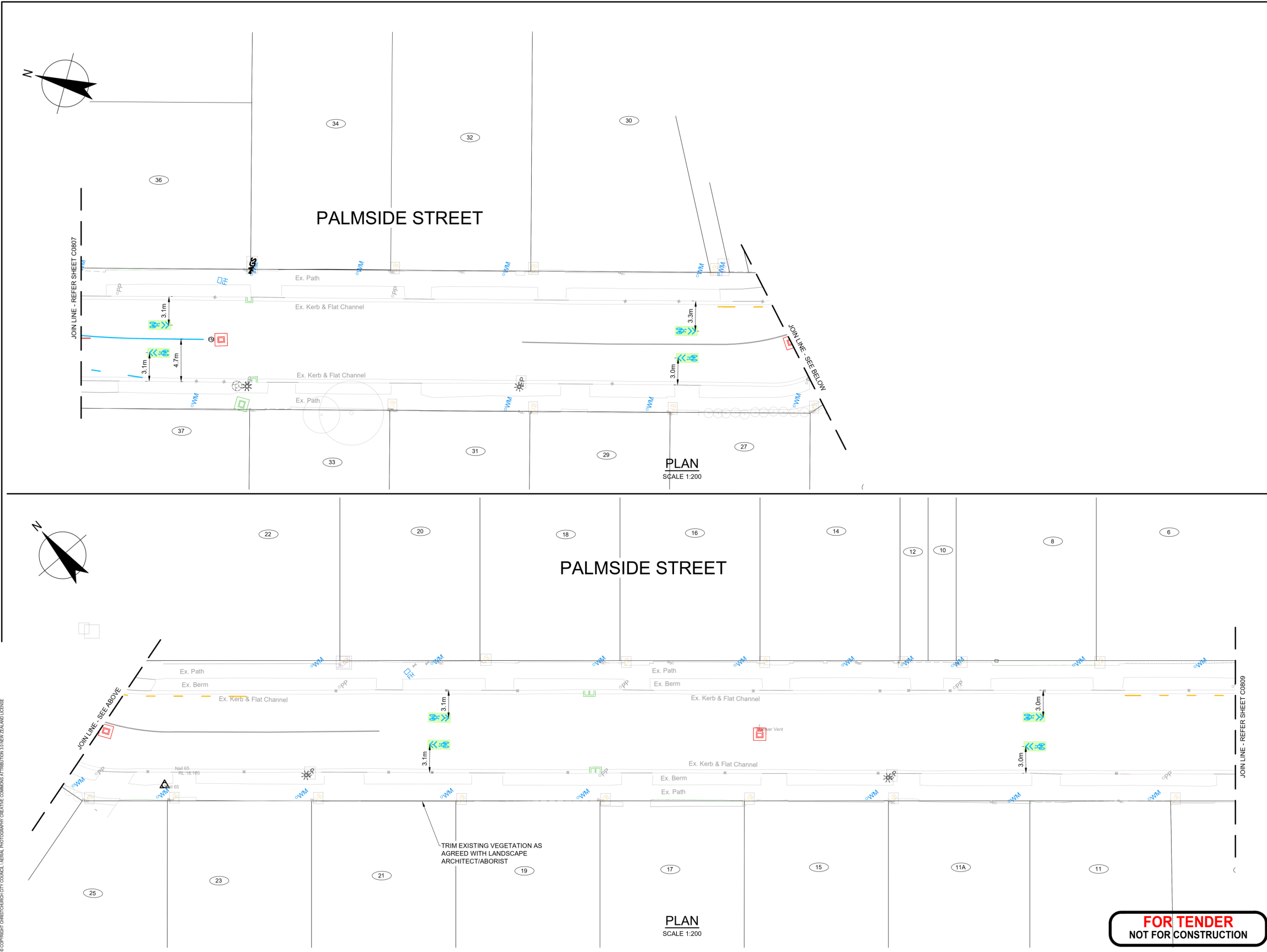
RRPMs:

- WHITE MONO
- RED MONO
- WHITE BI DIRECTIONAL
- WHITE/YELLOW BI DIRECTIONAL
- YELLOW BI DIRECTIONAL

SIGNS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST

1	TENDER ISSUE	MS	08 05 2020
ISSUE	AMENDMENTS	SIGNED	DATE
CONTRACT NUMBER	RD366301	ORIGINAL SHEET SIZE	A1
CAD DRAWING FILE REF.	CP502846	DO NOT SCALE	1:200
CPG PROJECT FILE NUMBER		SHEET	R65 - 78



FOR TENDER
NOT FOR CONSTRUCTION

Christchurch
City Council

TECHNICAL SERVICES & DESIGN

DATUM	CGD POST JAN 01	NAME	C. French	SIGNED	CF	DATE	10.2017
BENCH MK	BM EXD0	DESIGN REVIEW	B. Dwyer	BD	08.04.2020	DATE	SIGNED
SURVEY	CCC	DRAWN	C. French	CF	10.2017	08.05.2020	M. Spillane
SURVEY LB	GNS/ROBOTIC	DRW CHECK	A. Malden	AM	08.04.2020	FOR CONSTRUCTION	
MT PLEASANT 200	FILE LOCATION	0500 No/West Arc/AD				DATE	SIGNED
DRAWN REF.	3385027-500-C0801 To C0810.dwg					CONSULTANT PROJECT REF.	3385027 / 0500
SAP WBS	PRINTED ON 06/05/2020 9:03 am	Glen Frowein				CONSULTANT FILE REF.	C0808

Note: * indicates signatures on original issue of drawing or last revision of drawing

PELOTON

Beca GHD Stantec

PROJECT TITLE

MCR - NOR'WEST ARC
SECTION 1A
SMARTLEA ST BRIDGE TO CASHMERE RD

This Drawing must not be used for Construction unless signed as Approved

DRAWING TITLE

SIGNAGE AND LINEMARKING
PLAN
SHEET 8

CONTRACT NUMBER

RD366301

ORIGINAL SHEET SIZE

A1

DO NOT SCALE

1:200

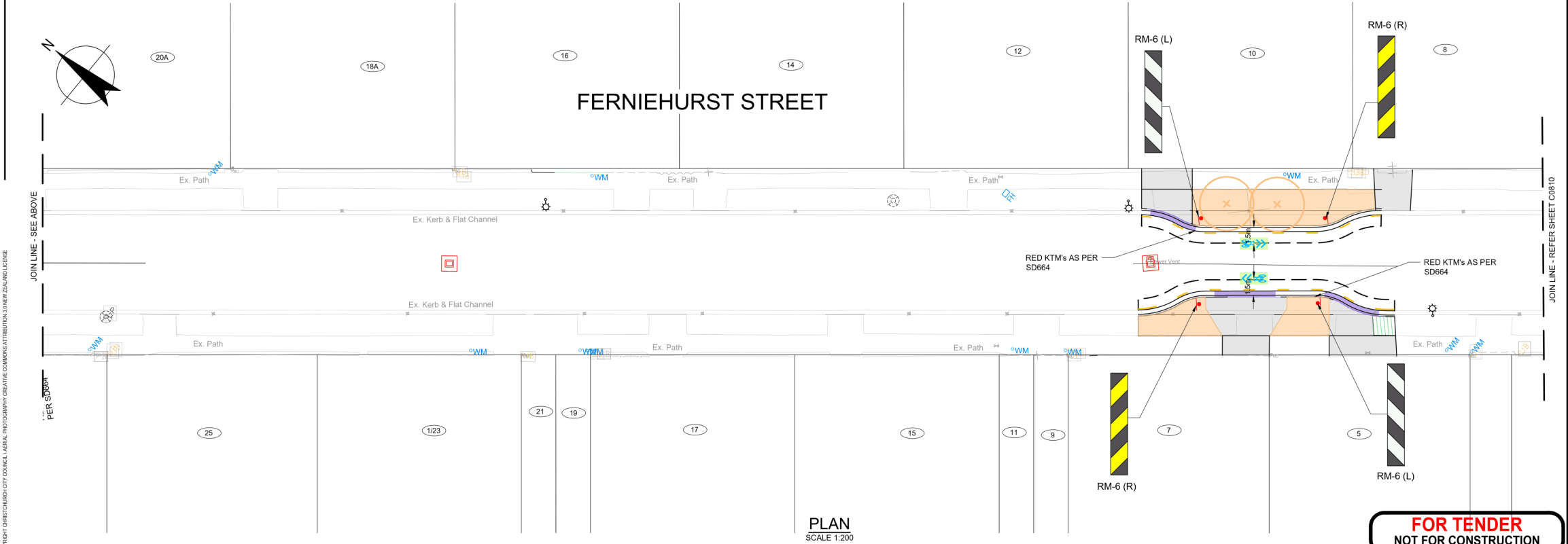
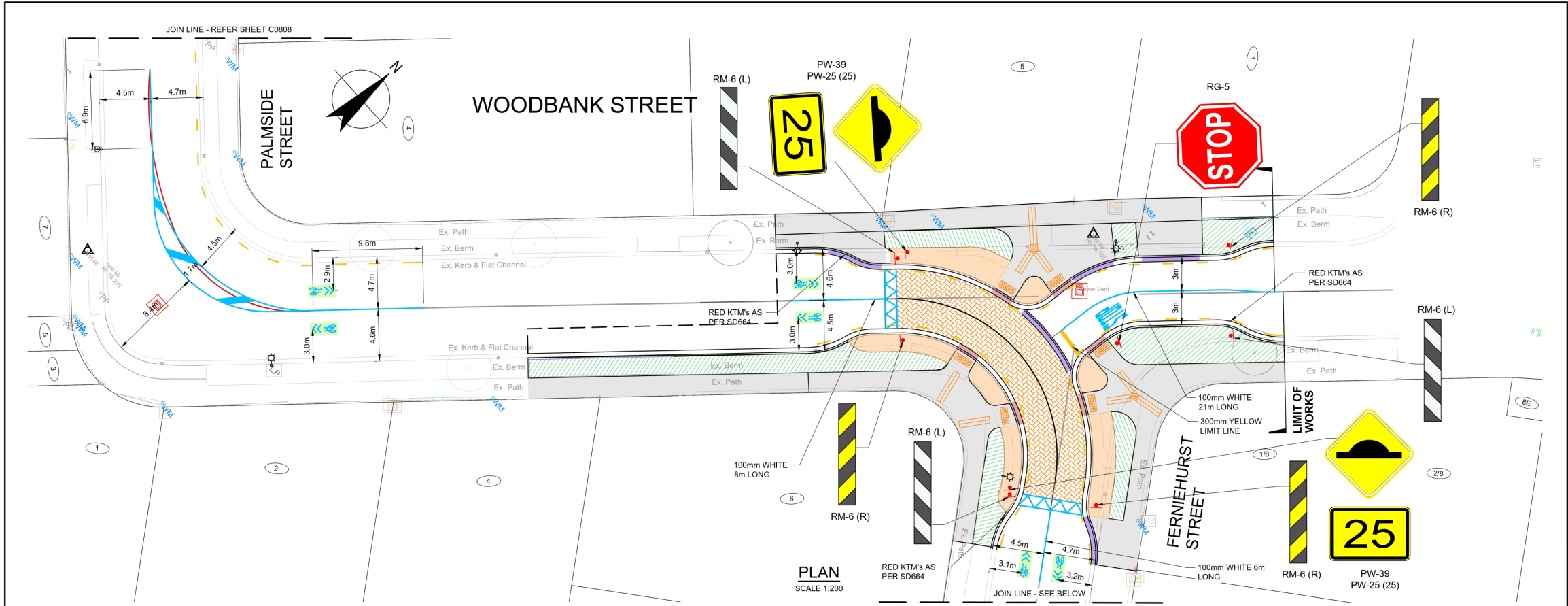
R65 - 78

- NOTES:**
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 7. ALL NEW LINES MARKING TO TIE INTO EXISTING.
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ROADMARKING KEY

- ROAD MARKINGS:**
- PROPOSED
 - EXISTING TO BE REMOVED
 - EXISTING TO REMAIN
 - CYCLE SYMBOL TO SD661
 - PEDESTRIAN LOGO TO SD661
 - GREEN SURFACE
 - NO STOPPING (NOTE: TO BE REFLECTORISED)
 - NO OVERTAKING
 - 100mm WHITE LINE
 - 300mm LIMIT LINE
 - STOP LIMIT LINE
 - CONTINUITY LINE. 1m STRIPE, 3m GAP
 - DRIVEWAY CONTINUITY LINE. 1m STRIPE, 2m GAP
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 - 100mm GREEN CYCLE CROSSING LINES. 1m STRIPE, 1m GAP
 - PARKING TICKS
 - GIVE WAY TRIANGLE
 - CYCLEWAY ARROW TO SD663
 - CYCLEWAY GIVE WAY TO SD663
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- RRPMs:**
- WHITE MONO
 - RED MONO
 - WHITE BI DIRECTIONAL
 - WHITE/YELLOW BI DIRECTIONAL
 - YELLOW BI DIRECTIONAL
- SIGNS**
- CANTILEVER STYLE SIGN/POST
 - STANDARD SIGN/POST

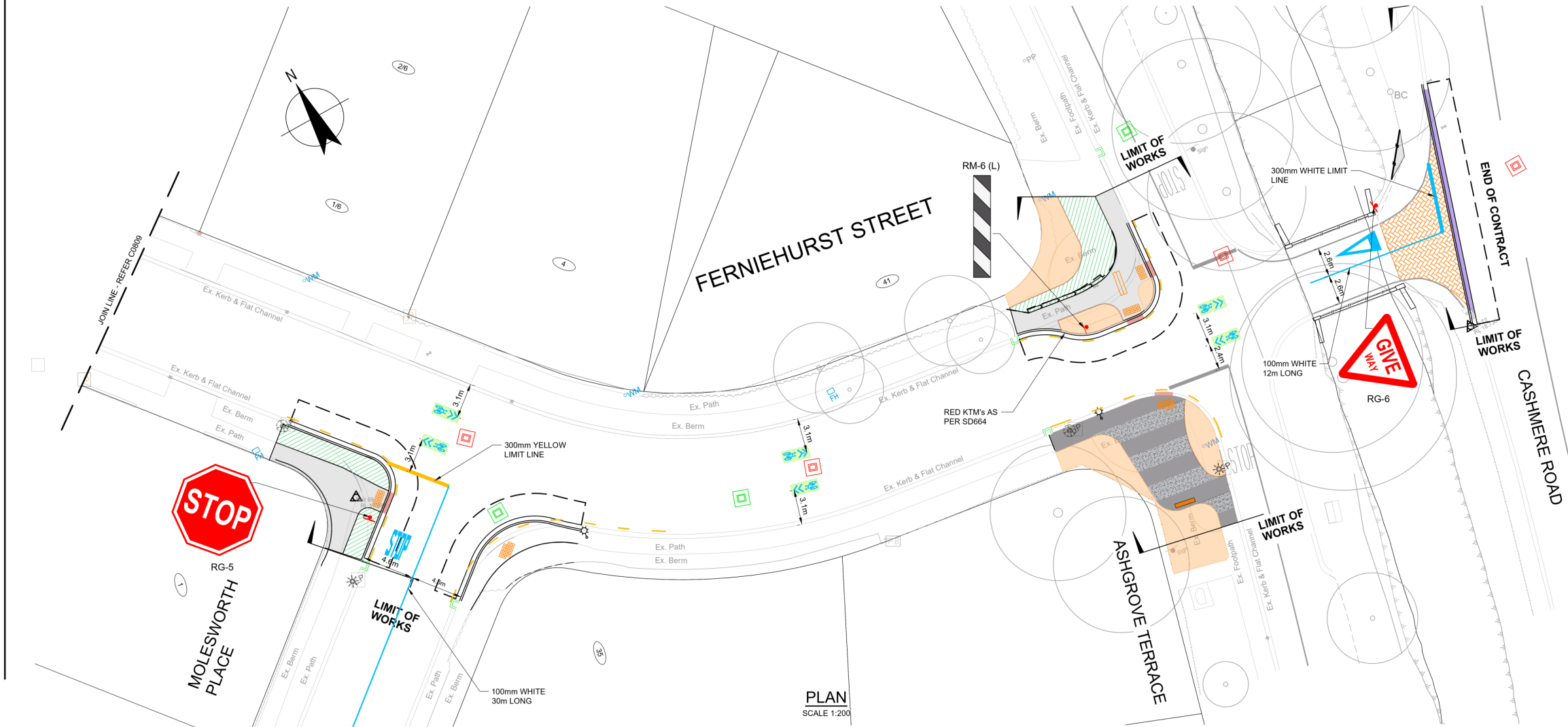
1	TENDER ISSUE	MS	08.05.2020
ISSUE	SIGNED	DATE	
CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALE	
CAD DRAWING FILE REF: RD366301	A1	1:200	
CPG PROJECT FILE NUMBER	DO NOT SCALE		
CP502846	R66 - 78		



Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: BM EXD01 BENCH MK: 26.331m SURVEY: CCC SURVEY LB: GNSROBOTIC MT PLEASANT 200 SAP WBS: 3385027-500-C0801 To C0810.dwg PRINTED ON: 06/05/2020 9:04 am Glen Frowein	DESIGNED: C. French DES. REVIEW: B. Dwygthun DRAWN: C. French DRAW. CHECK: A. Malden FILE LOCATION: 0500 Nor'West Arc/ACAD 3385027-500-C0801 To C0810.dwg Glen Frowein	SIGNED: CF DATE: 10.2017 SIGNED: BD DATE: 08.04.2020 SIGNED: CF DATE: 10.2017 SIGNED: AM DATE: 08.04.2020	APPROVED FOR TENDER DATE: 06.05.2020 SIGNED: M. Spillane FOR CONSTRUCTION DATE: 06.05.2020 SIGNED: M. Spillane	CONSULTANT PELOTON Beca GHD Stantec	CONSULTANT PROJECT REF: 3385027 / 0500 CONSULTANT FILE REF: C0809	PROJECT TITLE MCR - NOR'WEST ARC SECTION 1A SMARTLEA ST BRIDGE TO CASHMERE RD	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 9	CONTRACT NUMBER RD366301 CP502846	ORIGINAL SHEET SIZE A1	SCALE 1:200 DO NOT SCALE R66 - 78
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- NOTES:
1. FOR FULL LEGEND AND NOTES REFER TO DRAWING C0003.
 2. ALL NEW SIGNS ARE TO BE INSTALLED ON NEW SOCKET FOUNDATIONS AND POSTS UNLESS OTHERWISE SPECIFIED.
 3. ALL NEW AND RELOCATED SIGNS TO HAVE 400mm CLEARANCE FROM EDGE OF SIGN TO FACE OF KERB.
 4. ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
 5. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
 6. KTM's TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
 7. ALL NEW LINES MARKING TO TIE INTO EXISTING.
 8. APPROACH SIGNAGE, INSTALL PW-35 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE. 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE. 1m STRIPE, 2m GAP
	LANE LINE. 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES. 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST



FOR TENDER
NOT FOR CONSTRUCTION

1	TENDER ISSUE	MS	08.05.2020
ISSUE	AMENDMENTS	SIGNED	DATE
CONTRACT NUMBER	RD366301	A1	DO NOT SCALE
CPG PROJECT FILE NUMBER	CP502846	SHEET	R67 of 78

<div><div>Christchurch City Council</div><div></div></div> <div>TECHNICAL SERVICES & DESIGN</div>	DATUM	GD POST JAN 2019	NAME	SIGNED	DATE	APPROVED		CONSULTANT	<div><div></div><div>  </div></div> <div>PROJECT TITLE</div> <div>MCR - NOR'WEST ARC SECTION 1A SMARTLEA ST BRIDGE TO CASHMERE RD</div> <div><small>This Drawing must not be used for Construction unless signed as Approved</small></div>		
	BENCH MK	BM EXDO	DESIGNED	C. French	CF	10.2017	FOR TENDER			PROJECT NUMBER	
	RL	26.331m	DES REVIEW	B. Dudgeham	BD	06.04.2020	DATE	SIGNED		08.05.2020	M. Spillane
	SURVEY	CCC	DRAWN	C. French	CF	10.2017	FOR CONSTRUCTION				
	SURVEY LB	GNS/ROBOTIC	DRW CHECK	A. Malden	AM	06.04.2020	DATE	SIGNED			
	FILE LOCATION	0500 Nor'West Arc/AD					CONSULTANT PROJECT REF			CONSULTANT FILE REF	
	3385027-500-C0801 To C0810.dwg					3385027 / 0500		C0810			
DRAWN REF	SAP WBS					PRINTED ON		06/05/2020 9:05 am		Glen Frowein	
<div>DRAWING TITLE</div> <div>SIGNAGE AND LINEMARKING PLAN SHEET 10</div> <div><div><div>CONTRACT NUMBER</div><div>RD366301</div></div><div><div>ORIGINAL SHEET SIZE</div><div>A1</div></div><div><div>SCALE</div><div>1:200</div></div><div><div>CPG PROJECT FILE NUMBER</div><div>CP502846</div></div><div><div>SHEET</div><div>R67 of 78</div></div><div><div>DO NOT SCALE</div></div></div>											

10. South Express MCR Section 2b and 3 - Detailed Traffic Resolutions

Reference / Te Tohutoro: 20/832200

Report of / Te Pou Donal Hanrahan, Project Manager Transport,
Matua: Donal.Hanrahan@ccc.govt.nz

General Manager / David Adamson, General Manager City Services,
Pouwhakarae: David.Adamson@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Committee to approve the detailed traffic resolutions for the South Expressway Major Cycle Route Sections 2b and 3 (from Deans Avenue to Craven Street). The project was approved by the Infrastructure, Transport and Environment Committee on 22 July 2019, with the recommendation that detailed traffic resolutions to be brought back to Committee for approval once detailed design was completed. **Attachment B** contains the drawings that relate to the final design for Sections 2b and 3.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined on the basis that all the delivery decisions have been previously made and this report seeks to set in place the traffic by-laws for enforcement.
- 1.3 There are no fundamental changes between the approved scheme design and the layout as detailed in the 22 July 2019 report and the resolutions contained in this report for the road, footpath and cycle facilities.

2. Officer Recommendations / Ngā Tūtohu

That the Urban Development and Transport Committee:

1. Receive the information in the attachments to this report.
2. Resolve the detailed traffic resolutions for the South Express Major Cycleway Route in the **Attachment B** of the report.
 - 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 12th August 2020; 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 South Express Major Cycleway at the Committee meeting of 12th August 2020.
3. Existing Old Blenheim Rd - Deans Ave to Lowe St - Traffic Controls
 - a. Approve that all traffic controls on Old Blenheim Rd from its intersection with Deans Ave to its intersection with Lowe St be revoked. Note 1 applies.

4. New Old Blenheim Rd - Deans Ave to Lowe St - Traffic Controls
 - a. Approve that a bi-directional shared pedestrian/bicycle path be established on the south side of Old Blenheim Rd commencing at its intersection with Deans Ave and extending in a westerly direction to its intersection with Lowe St, as detailed on Attachment B, 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 1 applies.
5. Existing Old Blenheim Rd – Deans Ave to Lowe St – Parking and Stopping
 - a. Approve that all parking and stopping restrictions on the north side of Old Blenheim Rd from its intersection with Deans Ave its intersection with Lowe St. Note 2 applies.
6. New Old Blenheim Rd – Deans Ave to Lowe St – Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the north side of Old Blenheim Rd commencing at its intersection with Lowe St, and extending in an easterly direction for a distance of 162 m. The restriction is to apply at all times. Note 1 applies.
7. Existing Old Blenheim Rd/Lowe St intersection - Traffic Controls
 - a. Approve that all traffic controls at the intersection of Old Blenheim Rd and Lowe St be revoked. Note 1 applies.
8. New Old Blenheim Rd/Lowe Street intersection – Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Old Blenheim Rd and Lowe St, as detailed in Attachment B.
 - b. Approve that a Give Way control be placed against Old Blenheim Rd at its intersection with the west side of Lowe St, as detailed in Attachment B
9. Existing Lowe St - Old Blenheim Rd to Mandeville St - Traffic Controls
 - a. Approve that all traffic controls on Lowe St from its intersection with Old Blenheim Rd to its intersection with Mandeville St be revoked. Note 1 applies.
10. New Lowe St - Old Blenheim Rd to Mandeville St - Traffic Controls
 - a. Approve that a bi-directional shared pedestrian/bicycle path be established on the north side of Lowe St commencing at its intersection with Old Blenheim Rd and extending in a westerly direction to its intersection with Mandeville Rd, as detailed on Attachment B, 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 1 applies.
11. Existing Lowe St – Old Blenheim Rd to Mandeville St – Parking and Stopping
 - a. Approve that all parking and stopping restrictions on the north side of Old Blenheim Rd from its intersection with Deans Ave its intersection with Lowe St. Note 1 applies.
12. New Lowe St – Old Blenheim Rd to Mandeville St – Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on both sides of Lowe St commencing at its intersection with Old Blenheim Rd, and extending in an north-westerly direction to its intersection with Mandeville St. The restriction is to apply at all times. Note 1 applies.
13. Existing Mandeville St/Lowe St intersection - Traffic Controls

- a. Approve that all traffic controls at the intersection of Mandeville St and Lowe St be revoked.
- 14. New Mandeville St/Lowe St intersection - Traffic Controls
 - a. Approve that the intersection of Mandeville St and Lowe St be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.
 - b. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Mandeville St and Lowe St, as detailed in Attachment B.
 - c. Approve that a bi-directional shared pedestrian/bicycle path be established on the east side of Mandeville St commencing at a point 12 m north of its intersection with Lowe St and extending in a southerly direction for a distance of 12 m, as detailed on Attachment B, 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 1 applies.
 - d. Approve that a bi-directional shared pedestrian/bicycle path be established on the west side of Mandeville St commencing at a point 12 m north of its intersection with Lowe St and extending in a southerly direction for a distance of 14 m, as detailed on Attachment B, 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 1 applies.
 - e. Approve that a bi-directional shared pedestrian/bicycle path be established on the west side of Mandeville St commencing at its intersection with Lowe St and extending in a south then south-westerly direction to its intersection with Blenheim Rd, as detailed on Attachment B, 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 1 applies.
 - f. Approve that a special vehicle lane for the use of north bound bicycles only, be established on the west side of Mandeville St along the existing kerb, commencing at its intersection with Lowe St and extending in a northerly direction for a distance of 21 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 south bound bicycles only, be established on the east side of Mandeville St along the existing kerb, commencing at its intersection with Lowe St and extending in a northerly direction for a distance of 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 pedestrian and bicycle 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 Mandeville St on the northern approach.
- 15. Existing Blenheim Rd/Mandeville St/Foster St East intersection- Traffic Controls
 - a. Approve that all traffic controls at the intersection of Blenheim Rd, Mandeville St and Foster St East be revoked.
- 16. New Blenheim Rd/Mandeville St/Foster St East intersection - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Blenheim Rd, Mandeville St and Foster St East, as detailed in Attachment B.

- b. Approve that the intersection of Blenheim Rd, Mandeville St and Foster St East be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.
 - c. Approve that a Give Way control be placed against the eastbound Blenheim Rd slip lane at its intersection with the west side of Mandeville St, as detailed in Attachment B.
 - d. Approve that a Give Way control be placed against the westbound Blenheim Rd slip lane at its intersection with the east side of Foster St East, as detailed in Attachment B.
 - e. Approve that a Give Way control be placed against the southbound Mandeville Rd slip lane at its intersection with the north side of Blenheim Rd, as detailed in Attachment B.
 - 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 the eastbound Blenheim Road slip lane located on the western side of Mandeville St as detailed in Attachment B. Note 2 applies.
 - g. Approve that a special vehicle lane for the use of east bound bicycles only, be established on the north side of Blenheim Rd, commencing at its intersection with Mandeville Road and extending in a westerly direction for a distance of 60 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.
17. Existing Mandeville St / Lowe St / Blenheim Rd Intersection - Parking and Stopping
- a. Approve that all parking and stopping restrictions on the west side of Mandeville St from its intersection with Blenheim Rd to a point 44 m north be revoked. Note 1 applies.
 - b. Approve that all parking and stopping restrictions on the east side of Mandeville St from its intersection with Lowe St to a point 30 m north be revoked. Note 1 applies.
18. New Mandeville St / Lowe St / Blenheim Rd Intersection - Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the west side of Mandeville St commencing at its intersection with Blenheim Rd, and extending in a northerly direction for a distance of 26 m. The restriction is to apply at all times. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the west side of Mandeville St commencing at a distance 30 m north of its intersection with Blenheim Rd, and extending in a northerly direction for a distance of 14 m. The restriction is to apply at all times. Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the east side of Mandeville St commencing at its intersection with Lowe St, and extending in a northerly direction for a distance of 35 m. This restriction is inclusive of gaps for accesses. The restriction is to apply at all times. Note 1 applies.
19. Existing Foster St East – Blenheim Rd to Foster St West – Traffic Controls
- a. Approve that all traffic controls on Foster St from its intersection with Blenheim Rd to its intersection with Foster St West be revoked. Note 1 applies.
20. New Foster St East– Blenheim Rd to Foster St West – Traffic Controls
- a. Approve that a special vehicle lane for the use of north bound bicycles only, be established on the west side of Foster Rd East along the existing kerb, commencing at a distance 82 m south its intersection with Blenheim Road and extending in a northerly direction for a distance of 40 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 bi-directional shared pedestrian/bicycle path be established on the west side of Foster St commencing at a point 65 m south of its intersection with Blenheim Rd and extending in a northerly direction for a distance of 65 m, as detailed on Attachment B, 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.
21. Existing Foster St East- Blenheim Rd to Picton Ave - Parking and Stopping
 - a. Approve that all parking and stopping restrictions on both sides of Foster St East from its intersection with Blenheim Rd to its intersection with Foster St West be revoked. Note 2 applies.
22. New Foster St East- Blenheim Rd to Picton Ave - Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on both sides of Foster St East commencing at its intersection with Blenheim Rd, and extending in a southerly direction to its intersection with Foster Street West. The restriction is to apply at all times. Note 2 applies.
23. Existing Foster St West/Foster St East intersection – Traffic Controls
 - a. Approve that all traffic controls at the intersection of Foster St West and Foster St East be revoked. Note 2 applies.
24. New Foster St West/Foster St East intersection – Traffic Controls
 - a. Approve that a Give Way control be placed against Foster St West at its intersection with the west side of Foster St East, as detailed in Attachment B.
 - b. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Foster St East and Foster St West, as detailed in Attachment B.
25. Existing Foster St West- Foster St East to Picton Ave – Parking and Stopping
 - a. Approve that all parking and stopping restrictions on both sides of Foster St West from its intersection with Foster St East to its intersection with Picton Ave be revoked. Note 2 applies.
26. New Foster St West- Foster St East to Picton Ave – Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on both sides of Foster St West commencing at its intersection with Foster St East, and extending in a westerly direction to its intersection with Picton Ave. The restriction is to apply at all times. Note 2 applies.
27. Existing Blenheim Road – Mandeville St to Picton Ave - Traffic Controls
 - a. Approve that all traffic controls on the north side of Blenheim Road from its intersection with Mandeville Street to its intersection with Picton Ave be revoked. Note 1 applies.
28. New Blenheim Rd - Mandeville St to Picton Ave -Traffic Controls
 - a. Approve that a bi-directional shared pedestrian/bicycle path be established on the north side of Blenheim Rd commencing at its intersection with Mandeville St and extending in a westerly direction to its intersection with Picton Ave, as detailed on Attachment B, 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 1 applies.

- b. Approve that a special vehicle lane for the use of east bound bicycles only, be established on the north side of Blenheim Rd along the existing kerb, commencing at its intersection with Picton Ave and extending in an easterly direction for a distance of 46m. 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.
- 29. Existing Blenheim Rd – Picton Ave to Mandeville St - Parking and Stopping
 - a. Approve that all parking and stopping restrictions on the north side of Blenheim Rd from its intersection with Clarence St to its intersection with Mandeville St be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on the south side of Blenheim Rd from its intersection with Foster St to its intersection with Picton Ave be revoked. Note 1 applies.
- 30. New Blenheim Rd - Picton Ave to Mandeville St - Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the north side of Blenheim Rd commencing at its intersection with Mandeville St, and extending in a westerly direction to its intersection with Picton Ave. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Blenheim Rd commencing at its intersection with Foster St, and extending in a westerly direction to its intersection with Picton Ave. The restriction is to apply at all times. Note 1 applies.
- 31. Existing Blenheim Rd/Picton Ave intersection - Traffic Controls
 - a. Approve that all traffic controls at the intersection of Picton Ave and Blenheim Rd be revoked. Note 1 applies.
- 32. New Blenheim Rd/Picton Ave intersection - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Picton Ave and Blenheim Rd, as detailed in Attachment B
 - b. Approve that a Stop control be placed against Picton Ave at its intersection with the north side of Blenheim Rd, as detailed in Attachment B
 - c. Approve that the right turn movement from the north approach on Picton Ave into the west approach on Blenheim Rd be prohibited.
 - d. Approve that the straight through movement from the north approach on Picton Ave into the south approach on Picton Ave be prohibited.
 - e. Approve that a Stop control be placed against Picton Ave at its intersection with the south side of Blenheim Rd, as detailed in Attachment B
 - f. Approve that the right turn movement from the south approach on Picton Ave into the east approach on Blenheim Rd be prohibited.
 - g. Approve that the straight through movement from the south approach on Blenheim Rd into the north approach on Picton Ave be prohibited.
 - h. Approve that the right turn movement from the west approach on Blenheim Rd into the south approach on Picton Ave be prohibited.
 - i. Approve that the right turn movement from the east approach on Blenheim Rd into the north approach on Picton Ave be prohibited.
- 33. Existing Picton Ave - Blenheim Rd to Elizabeth St - Traffic Controls

- a. Approve that all traffic controls along Picton Ave from its intersection with Blenheim Rd to its intersection with Elizabeth St be revoked. Note 2 applies.
- 34. New Picton Ave - Blenheim Rd to Elizabeth St - Traffic Controls
 - a. Approve that a bi-directional bicycle path be established on the east side of Picton Ave commencing at a point 200 m north of its intersection with Blenheim Rd and extending in a southerly direction for a distance of 200 m, as detailed on Attachment B, 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 1 applies.
 - b. Approve that a Give Way control be placed against the special vehicle lane (west bound bicycles) on the Picton Ave approach at a point 10 m south of its intersection with Elizabeth St, as detailed in Attachment B.
 - c. Approve that a Give Way control be placed against the special vehicle lane (east bound bicycles) on the Picton Ave approach at a point 14 m south of its intersection with Elizabeth St, as detailed in Attachment B. Note 2 applies.
 - d. Approve that a bi-directional bicycle path be established on the west side of Picton Ave commencing at a point 14 m south of its intersection with Elizabeth St and extending in a northerly direction for a distance of 14 m, as detailed on Attachment B, 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.
- 35. Existing Picton Ave/ Lyndon St intersection – Traffic Controls
 - a. Approve that all traffic controls at the intersection of Picton Ave and Elizabeth St be revoked.
- 36. New Picton Ave/ Lyndon St intersection – Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Clarence St and Elizabeth St, as detailed in Attachment B
 - b. Approve that a Stop control be placed against Lyndon Street at its intersection with the west side of Picton Ave, as detailed in Attachment B.
- 37. Existing Picton Ave - Blenheim Rd to Elizabeth St - Parking and Stopping
 - a. Approve that all parking and stopping restrictions on both sides of Picton Ave from its intersection with Blenheim Rd to a point 17 m north of its intersection with Elizabeth St be revoked. Note 2 applies.
- 38. New Picton Ave - Blenheim Rd to Elizabeth St - Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the west side of Picton Ave commencing at its intersection with Blenheim Rd, and extending in a northerly direction for a distance of 36 m. The restriction is to apply at all times. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the east side of Picton Ave commencing at its intersection with Blenheim Rd, and extending in a northerly direction for a distance of 41 m. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the east side of Picton Ave commencing at a distance 47 m north of its intersection with Blenheim Rd, and extending in a northerly direction for a distance of 10 m. The restriction is to apply at all times. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited on the east side of Picton Ave commencing at a distance 62 m north of its intersection with Blenheim Rd, and

- extending in a northerly direction for a distance of 72 m. The restriction is to apply at all times. Note 2 applies.
- e. Approve that the stopping of vehicles be prohibited on the east side of Picton Ave commencing at a distance 142 m north of its intersection with Blenheim Rd, and extending in a northerly direction for a distance of 11 m. The restriction is to apply at all times. Note 2 applies.
39. Existing Picton Ave/ Lyndon St intersection –Parking and Stopping
- a. Approve that all parking and stopping restrictions on both sides of Lyndon St from its intersection with Picton Ave to a point 23 m west be revoked. Note 1 applies.
40. New Picton Ave/ Lyndon St intersection –Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the west side of Picton Ave and the south side of Lyndon St commencing at a point 18 m south of the intersection of Picton Ave and Lyndon St and extending in a north, then westerly direction to a point 23 m west of the intersection of Picton Ave and Lyndon St. The restriction is to apply at all times. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the west side of Picton Ave and the north side of Lyndon St commencing at a point 23 m west of the intersection of Picton Ave and Lyndon St and extending in an east then northerly direction to a point 19 m north of the intersection of Picton Ave and Lyndon St. The restriction is to apply at all times. Note 1 applies.
41. New Picton Ave/ Elizabeth St intersection –Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the west side of Picton Ave and the south side of Elizabeth St commencing at a point 31 m south of the intersection of Picton Ave and Elizabeth St and extending in a north then westerly direction to a point 30 m west of the intersection of Picton Ave and Elizabeth St. The restriction is to apply at all times. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the west side of Picton Ave and the north side of Elizabeth St commencing at a point 16 m north of the intersection of Picton Ave and Elizabeth St and extending in a south then westerly direction to a point 17 m west of the intersection of Picton Ave and Elizabeth St. The restriction is to apply at all times. Note 2 applies.
42. Existing Elizabeth St – Picton Ave to Clarence St – Traffic Controls
- a. Approve that all traffic controls on Elizabeth St from its intersection with Picton Ave to its intersection with Clarence Street be revoked. Note 2 applies
43. New Elizabeth St - Picton Ave to Clarence St - Traffic Controls
- a. Approve that a bi-directional bicycle path be established on the south side of Elizabeth St commencing at its intersection with Picton Ave to its intersection with Clarence St, as detailed on Attachment B, 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.
44. Existing Elizabeth St - Picton Ave to Clarence St - Parking and Stopping
- a. Approve that all parking and stopping restrictions on both sides of Elizabeth St from its intersection with Picton Ave to its intersection with Clarence St be revoked.
45. New Elizabeth St - Picton Ave to Clarence Ave - Parking and Stopping

- a. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 30 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 6 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern 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 Elizabeth St commencing at a distance 36 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 10 m. The restriction is to apply at all times. This restriction is located on the northern 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 120 minutes on the south side of Elizabeth St commencing at a point 46 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 6m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern 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 Elizabeth St commencing at a distance 51 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 11 m. The restriction is to apply at all times. This restriction is located on the northern 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 south side of Elizabeth St commencing at a point 62 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 12 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern 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 south side of Elizabeth St commencing at a distance 74 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 10 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- g. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 84 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 10 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- h. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 94 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 11 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- i. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 105 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 25 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This

- restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- j. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 130 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 10 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - k. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 140 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 7 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - l. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 147 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 11 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - m. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 158 m west of its intersection with Picton Ave, and extending in a westerly direction for a distance of 6 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - n. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 164 m west of its intersection with Picton Ave, and extending in a westerly direction, then following the southern kerb line (around the cul-de-sac) for a distance of 49 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
46. Existing Clarence St / Elizabeth St intersection- Traffic Controls
- a. Approve that all traffic controls at the intersection of Clarence St and Elizabeth St be revoked.
47. New Clarence St / Elizabeth St intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Clarence St and Elizabeth St, as detailed in Attachment B
 - b. Approve that the intersection of Clarence St and Elizabeth St be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.
 - c. Approve that a pedestrian and bicycle 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 Clarence St at its intersection with Elizabeth St.
 - d. Approve that the right turn movement from the southern approach on Clarence St into the eastern approach on Elizabeth St be prohibited.

- e. Approve that the straight through movement from the western approach on Elizabeth St into the eastern approach on Elizabeth St be prohibited.
 - f. Approve that the left turn movement from the northern approach on Clarence St into the eastern approach on Elizabeth St be prohibited.
 - g. Approve that the left turn movement from the eastern approach on Elizabeth St into the southern approach on Clarence St be prohibited.
 - h. Approve that the straight through movement from the eastern approach on Elizabeth St into the western approach on Elizabeth St be prohibited.
 - i. Approve that the right turn movement from the eastern approach on Elizabeth St into the northern approach on Clarence St be prohibited.
 - j. Approve that a bi-directional shared pedestrian/bicycle path be established on the east side of Clarence St commencing at a point 9 m south of its intersection with Elizabeth St and extending in a northerly direction for a distance of 31 m, as detailed on Attachment B, 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.
48. Existing Clarence St / Elizabeth St intersection - Parking and Stopping
- a. Approve that all parking and stopping restrictions on both sides of Clarence St from a point 31 m north of its intersection with Elizabeth St to a point 48m south of its intersection with Elizabeth St be revoked. Note 2 applies.
49. New Clarence St / Elizabeth St intersection - Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the east side of Clarence St commencing its intersection with Elizabeth St, and extending in a northerly direction for a distance of 29 m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the east side of Clarence St commencing its intersection with Elizabeth St, and extending in a southerly direction for a distance of 12 m. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the west side of Clarence St commencing at its intersection with Elizabeth St, and extending in a northerly direction for a distance of 14 m. The restriction is to apply at all times. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited on the west side of Clarence St commencing at its intersection with Elizabeth St, and extending in a southerly direction for a distance of 31 m. The restriction is to apply at all times. Note 1 applies.
 - e. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Clarence St commencing at a point 31 m south of its intersection with Elizabeth St, and extending in a southerly direction for a distance of 5 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 1 applies.
 - f. Approve that the stopping of vehicles be prohibited on the west side of Clarence St commencing at a point 36 m south of its intersection with Elizabeth St, and extending in a southerly direction for a distance of 12 m. The restriction is to apply at all times. Note 1 applies.
50. Existing Elizabeth St - Clarence Street to Division Street - Traffic Controls
- a. Approve that all traffic controls on Elizabeth St from its intersection with Clarence St to its intersection with Division St be revoked. Note 2 applies.

51. New Elizabeth St - Clarence St to Division St - Traffic Controls
 - a. Approve that a bi-directional bicycle path be established on the south side of Elizabeth St commencing at its intersection with Clarence St to its intersection with Division St m, as detailed on Attachment B, 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.
52. Existing Elizabeth St - Clarence St to Division St - Parking and Stopping
 - a. Approve that all parking and stopping restrictions on both sides of Elizabeth St from its intersection with Division St to its intersection with Clarence St be revoked.
53. New Elizabeth St - Clarence St to Division St - Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a point 4 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 26 m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a point 6 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 31 m. The restriction is to apply at all times. This restriction is located on the northern 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 120 minutes on the south side of Elizabeth St commencing at a point 37 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 9 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern 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 Elizabeth St commencing at a distance 46 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 10 m. The restriction is to apply at all times. This restriction is located on the northern 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 south side of Elizabeth St commencing at a point 56 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 5 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern 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 south side of Elizabeth St commencing at a distance 61 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 23 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - g. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 84 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 16 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This

- restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- h. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 100 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 16 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - i. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 116 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 26 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - j. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 142 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 14 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - k. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 156 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 6 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - l. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 162 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 10 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - m. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 172 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 8 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - n. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 180 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 13 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - o. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 193 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 6 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.

- p. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 199 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 12 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - q. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 211 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 9 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - r. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 220 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 12 m. The restriction is to apply at all times. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - s. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Elizabeth St commencing at a point 232 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 5 m. This restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the northern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - t. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Elizabeth St commencing at a point 162 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 57 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 2 applies.
 - u. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Elizabeth St commencing at a point 225 m west of its intersection with Clarence St, and extending in a westerly direction for a distance of 7 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 2 applies.
54. Existing Division St / Elizabeth St intersection - Traffic Controls
- a. Approve that all traffic controls at the intersection of Division St and Elizabeth St be revoked.
55. New Division St / Elizabeth St intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Division St and Elizabeth St, as detailed in Attachment B
 - b. Approve that the straight through movement from the western approach on Elizabeth St into the eastern approach on Elizabeth St be prohibited.
 - c. Approve that the straight through movement from the eastern approach on Elizabeth St into the western approach on Elizabeth St be prohibited.
 - d. Approve that the straight through movement from the northern approach on Division St into the southern approach on Division St be prohibited.

- e. Approve that the straight through movement from the southern approach on Division St into the northern approach on Division St be prohibited.
 - f. Approve that the left turn movement from the eastern approach on Elizabeth St into the northern approach on Division St be prohibited.
 - g. Approve that the right turn movement from the northern approach on Division St into the western approach on Elizabeth St be prohibited.
 - h. Approve that the left turn movement from the western approach on Elizabeth St into the southern approach on Elizabeth St be prohibited.
 - i. Approve that the right turn movement from the southern approach on Division St into the eastern approach on Elizabeth St be prohibited.
 - j. Approve that a bi-directional bicycle path be established across the intersection of Division St and Elizabeth St commencing at the southern side of Elizabeth St on the east side of Division St extending in a north-westerly direction a distance of 16 m to the northern side of Elizabeth St on the west side of Division, as detailed on Attachment B, 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.
 - k. Approve that a bi-directional shared pedestrian/bicycle path be established on the east side of Division St commencing at its intersection with Elizabeth St and extending in a southerly direction for a distance of 10 m, as detailed on Attachment B, 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.
 - l. Approve that a bi-directional shared pedestrian/bicycle path be established on the west side of Division St commencing at its intersection with Elizabeth St and extending in a northerly direction for a distance of 9 m, as detailed on Attachment B, 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.
 - m. Approve that a bi-directional bicycle path be established on the west side of Division St commencing at a point 9 m north its intersection with Elizabeth St and extending in a northerly direction for a distance of 3 m, as detailed on Attachment B, 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.
 - n. Approve that a bi-directional bicycle path be established on the east side of Division St commencing at a point 10 m south its intersection with Elizabeth St and extending in a southerly direction for a distance of 3 m, as detailed on Attachment B, 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.
56. Existing Elizabeth St/Division St - Parking and Stopping
- a. Approve that all parking and stopping restrictions on both sides of Division St from its intersection with Elizabeth St to a point 25 m north be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on both sides of Division St from its intersection with Elizabeth St to a point 30 m south be revoked. Note 2 applies.
57. New Elizabeth St/Division St - Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St and the east side of Division St commencing at a point 7 m east of the intersection of Elizabeth St and Division St and extending in a west, north-west, then northerly

direction to a point 14 m north of the intersection of Elizabeth St and Division St. The restriction is to apply at all times. Note 2 applies.

- b. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St and the west side of Division St commencing at a point 7 m east of the intersection of Elizabeth St and Division St and extending in a west, north-west, then northerly direction to a point 17 m north of the intersection of Elizabeth St and Division St. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the east side of Division St commencing at a point 14 m north of its intersection with Elizabeth St, and extending in a northerly direction for a distance of 10 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 2 applies.
 - d. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Division St commencing at a point 17 m north of its intersection with Elizabeth St, and extending in a northerly direction for a distance of 5 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 2 applies.
 - e. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Division St commencing at a point 97 m south of its intersection with Elizabeth St, and extending in a northerly direction for a distance of 69 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 1 applies.
 - f. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the east side of Division St commencing at a point 18 m south of its intersection with Elizabeth St, and extending in a northerly direction for a distance of 10 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 1 applies.
 - g. Approve that the stopping of vehicles be prohibited on the east side of Division St and the north side of Elizabeth St commencing at a point 18 m south of the intersection of Elizabeth St and Division St and extending in a north, north-west then westerly direction to a point 31 m west of the intersection of Elizabeth St and Division St. The restriction is to apply at all times. Note 2 applies.
 - h. Approve that the stopping of vehicles be prohibited on the west side of Division St and the south side of Elizabeth St commencing at a point 19 m south of the intersection of Elizabeth St and Division St and extending in a north, north-west then westerly direction to a point 15 m west of the intersection of Elizabeth St and Division St. The restriction is to apply at all times. Note 2 applies.
58. Existing Elizabeth St - Division Street to Matipo Street - Traffic Controls
- a. Approve that all traffic controls on Elizabeth St from its intersection with Division St to its intersection with Matipo St be revoked. Note 2 applies
59. New Elizabeth St - Division St to Matipo St - Traffic Controls
- a. Approve that a bi-directional bicycle path be established on the north side of Elizabeth St commencing at its intersection with Division St and extending in a westerly direction to its intersection with Matipo St, as detailed on Attachment B, 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.
60. Existing Elizabeth St - Division St to Matipo St – - Parking and Stopping

- a. Approve that all parking and stopping restrictions on both sides of Elizabeth St from its intersection with Division St to its intersection with Matipo St be revoked.
- 61. New Elizabeth St - Division St to Matipo St – Parking and Stopping
 - a. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Elizabeth St commencing at a point 15 m west of its intersection with Division St, and extending in a westerly direction for a distance of 11 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 1 applies.
 - b. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Elizabeth St commencing at a point 31 m west of its intersection with Division St, and extending in a westerly direction for a distance of 16 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the southern 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 north side of Elizabeth St commencing at a distance 47 m west of its intersection with Division St, and extending in a westerly direction for a distance of 10 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - d. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Elizabeth St commencing at a point 57 m west of its intersection with Division St, and extending in a westerly direction for a distance of 10 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a distance 67 m west of its intersection with Division St, and extending in a westerly direction for a distance of 10 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - f. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Elizabeth St commencing at a point 77 m west of its intersection with Division St, and extending in a westerly direction for a distance of 10 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the southern 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 north side of Elizabeth St commencing at a distance 87 m west of its intersection with Division St, and extending in a westerly direction for a distance of 10 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - h. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Elizabeth St commencing at a point 97 m west of its intersection with Division St, and extending in a westerly direction for a distance of 10 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.

- i. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a distance 107 m west of its intersection with Division St, and extending in a westerly direction for a distance of 11 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- j. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Elizabeth St commencing at a point 118 m west of its intersection with Division St, and extending in a westerly direction for a distance of 5 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- k. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a distance 123 m west of its intersection with Division St, and extending in a westerly direction for a distance of 15 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- l. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Elizabeth St commencing at a point 138 m west of its intersection with Division St, and extending in a westerly direction for a distance of 10 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- m. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a distance 148 m west of its intersection with Division St, and extending in a westerly direction for a distance of 14 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- n. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Elizabeth St commencing at a point 162 m west of its intersection with Division St, and extending in a westerly direction for a distance of 10 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- o. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a distance 172 m west of its intersection with Division St, and extending in a westerly direction for a distance of 12 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- p. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Elizabeth St commencing at a point 184 m west of its intersection with Division St, and extending in a westerly direction for a distance of 22 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- q. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a distance 206 m west of its intersection with Division St, and extending in a westerly direction for a distance of 11 m. The restriction is to apply at all times. This

- restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- r. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Elizabeth St commencing at a point 217 m west of its intersection with Division St, and extending in a westerly direction for a distance of 5 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - s. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a distance 222 m west of its intersection with Division St, and extending in a westerly direction for a distance of 7 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - t. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Elizabeth St commencing at a point 229 m west of its intersection with Division St, and extending in a westerly direction for a distance of 6 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - u. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a distance 12 m east of its intersection with Matipo St, and extending in a westerly direction to its intersection with Matipo St. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - v. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Elizabeth St commencing at a point 188 m west of its intersection with Division St, and extending in a westerly direction for a distance of 12 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 1 applies.
 - w. Approve that a loading zone be created and restricted to a maximum period of five minutes. The restriction is to be on the south side of Elizabeth St commencing at a distance 200 m west of its intersection with Division St, and extending in a westerly direction for a distance of 18 m. The restriction is to apply Monday to Sunday between the hours of 8am and 6pm. Note 1 applies.
 - x. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 31 m east of its intersection with Matipo St, and extending in a westerly direction to its intersection with Matipo St. Note 2 applies.
62. Existing Matipo St / Elizabeth St intersection - Traffic Controls
- a. Approve that all traffic controls at the intersection of Matipo St and Elizabeth St be revoked.
63. New Matipo St / Elizabeth St intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Matipo St and Elizabeth St, as detailed in Attachment B.
 - b. Approve that the intersection of Matipo St and Elizabeth St be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.

- c. Approve that a bicycle 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 Matipo St at its intersection with Elizabeth St.
 - d. Approve that a special vehicle lane for the use of south bound bicycles only, be established on the east side of Matipo St, commencing at a point 27 m north of its intersection with Elizabeth St and extending in a northerly direction for a distance of 12 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 bound bicycles only, be established on the west side of Matipo St along the existing kerb, commencing at its intersection with Elizabeth St and extending in a northerly direction for a distance of 47 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 bound bicycles only, be established on the west side of Matipo St along the existing kerb, commencing at a distance 26 m south of its intersection with Elizabeth St and extending in a southerly direction for a distance of 12 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 south bound bicycles only, be established on the east side of Matipo St along the existing kerb, commencing at its intersection with Elizabeth St and extending in a southerly direction for a distance of 39 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.
64. Existing Matipo St – Zebra Crossing Removal – Traffic Controls
- a. Approve that all traffic controls on Matipo St from its intersection with Rex St to a point 20m north, be revoked. Note 1 applies.
65. Existing Matipo St/Elizabeth St intersection - Parking and Stopping
- a. Approve that all parking and stopping restrictions on both sides of Matipo St from its intersection with Elizabeth St to a point 54 m north be revoked. Note 1 applies.
 - b. Approve that all parking and stopping restrictions on the eastern side of Matipo St from its intersection with Elizabeth St to a point 74 m south be revoked. Note 1 applies.
 - c. Approve that all parking and stopping restrictions on the western side of Matipo St from its intersection with Elizabeth St to a point 101 m south be revoked. Note 1 applies.
66. New Matipo St/Elizabeth St intersection - Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the east side of Matipo St commencing at its intersection with Elizabeth St, and extending in a northerly direction for a distance of 41 m. The restriction is to apply at all times. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the west side of Matipo St commencing at its intersection with Elizabeth St, and extending in a northerly direction for a distance of 54 m. The restriction is to apply at all times. Note 1 applies.
 - c. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the east side of Matipo St commencing at a point 41 m north of its intersection with Elizabeth St, and extending in a northerly direction for a distance of 12 m. The restriction is to apply at all times. Note 1 applies.

- d. Approve that the stopping of vehicles be prohibited on the east side of Matipo St commencing at its intersection with Elizabeth St, and extending in a southerly direction for a distance of 31 m. The restriction is to apply at all times. Note 1 applies.
 - e. Approve that the stopping of vehicles be prohibited on the west side of Matipo St commencing at its intersection with Elizabeth St, and extending in a southerly direction for a distance of 37 m. The restriction is to apply at all times. Note 1 applies.
 - f. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Matipo St commencing at a point 37 m south of its intersection with Elizabeth St, and extending in a southerly direction for a distance of 17 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 1 applies.
 - g. Approve that a bus stop be installed on the east side of Matipo St commencing at a distance 39 m south of its intersection with Elizabeth St, and extending in a southerly direction for a distance of 14 m.
 - h. Approve that the stopping of vehicles be prohibited on the east side of Matipo St commencing at a distance 52 m south of its intersection with Elizabeth St, and extending in a southerly direction for a distance of 4 m. The restriction is to apply at all times. Note 1 applies.
 - i. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Matipo St commencing at a point 56 m south of its intersection with Elizabeth St, and extending in a southerly direction for a distance of 18 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 1 applies.
 - j. Approve that a bus stop be installed on the west side of Matipo St commencing at a distance 69 m south of its intersection with Elizabeth St, and extending in a southerly direction for a distance of 13 m.
 - k. Approve that the stopping of vehicles be prohibited on the west side of Matipo St commencing at a distance 72 m south of its intersection with Elizabeth St, and extending in a southerly direction for a distance of 18 m. The restriction is to apply at all times. Note 1 applies.
67. Existing Elizabeth St – Matipo St to Wainui St – Traffic Controls
- a. Approve that all traffic controls on Elizabeth St from its intersection with Matipo St to its intersection with Wainui St be revoked. Note 2 applies.
68. New Elizabeth St - Matipo St to Wainui St - Traffic Controls
- a. Approve that a bi-directional bicycle path be established on the north side of Elizabeth St commencing at its intersection with Matipo St and extending in a westerly direction to its intersection with Wainui St, as detailed on Attachment B, 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.
69. Existing Elizabeth St - Matipo St to Wainui St – - Parking and Stopping
- a. Approve that all parking and stopping restrictions on both sides of Elizabeth St from its intersection with Matipo St to its intersection with Wainui St be revoked.
70. New Elizabeth St - Matipo St to Wainui St - Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a point 7 m west of its intersection with Matipo St, and extending in a

- westerly direction for a distance of 43 m. The restriction is to apply at all times. This restriction is located on the southern 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 Elizabeth St commencing at its intersection with Matipo St, and extending in a westerly direction for a distance of 27 m. The restriction is to apply at all times. Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a distance 66 m west of its intersection with Matipo St, and extending in a westerly direction for a distance of 15 m. The restriction is to apply at all times. This restriction is located on the southern 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 north side of Elizabeth St commencing at a distance 86 m west of its intersection with Matipo St, and extending in a westerly direction for a distance of 11 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at a distance 113 m west of its intersection with Matipo St, and extending in a westerly direction for a distance of 15 m. The restriction is to apply at all times. This restriction is located on the southern 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 north side of Elizabeth St commencing at a distance 144 m west of its intersection with Matipo St, and extending in a westerly direction for a distance of 17 m. The restriction is to apply at all times. Note 2 applies.
71. Existing Elizabeth St / Wainui St Intersection - Traffic Controls
- a. Approve that all traffic controls at the intersection of Elizabeth St and Wainui St be revoked.
72. New Elizabeth St / Wainui St Intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Elizabeth St and Wainui St, as detailed in Attachment B
 - b. Approve that a Stop control be placed against Elizabeth St at its intersection with the east side of Wainui St, as detailed in Attachment B
 - c. Approve that the left turn movement from the western approach on Elizabeth St into the northern approach on Wainui St be prohibited.
 - d. Approve that the right turn movement from the western approach on Elizabeth St into the southern approach on Wainui St be prohibited.
 - e. Approve that the straight through movement from the eastern approach on Elizabeth St into the western approach on Elizabeth St be prohibited.
 - f. Approve that the straight through movement from the western approach on Elizabeth St into the eastern approach on Elizabeth St be prohibited.
 - g. Approve that the right turn movement from the northern approach on Wainui St into the western approach on Elizabeth St be prohibited.

- h. Approve that the left turn movement from the southern approach on Wainui St into the western approach on Elizabeth St be prohibited.
 - i. Approve that a bi-directional shared pedestrian/bicycle path be established on the east side of Wainui St commencing at its intersection with Elizabeth St and extending in a northerly direction for a distance of 10 m, as detailed on Attachment B, 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.
 - j. Approve that a bi-directional bicycle path be established on the north side of Elizabeth St commencing at its intersection with Wainui St and extending in a westerly direction for a distance of 6 m, as detailed on Attachment B, 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.
 - k. Approve that a Give Way control be placed against the special vehicle lane (westbound bicycles) on the Elizabeth St approach at its intersection with Wainui St, as detailed in Attachment B. Note 2 applies.
 - l. Approve that a Give Way control be placed against the special vehicle lane (eastbound bicycles) on the Elizabeth St approach at its intersection with Wainui St, as detailed in Attachment B. Note 2 applies.
 - m. Approve that a Give Way control be placed against the special vehicle lane (westbound bicycles) on the Elizabeth St approach at a point 5 m west of its intersection with Wainui St, as detailed in Attachment B. Note 2 applies.
73. Existing Elizabeth St/Wainui St Intersection - Parking and Stopping
- a. Approve that all parking and stopping restrictions on both sides of Wainui St from its intersection with Elizabeth St to a point 28 m north be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on both sides of Wainui St from its intersection with Elizabeth St to a point 17 m south be revoked. Note 2 applies.
74. New Elizabeth St/Wainui St Intersection - Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the north side of Elizabeth St commencing at its intersection with Wainui St and extending in an east direction to a point 14m east. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at its intersection with Wainui St and extending in an east direction to a point 30m east. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the east side of Wainui St commencing at its intersection with Elizabeth St and extending in an north direction to a point 28m north. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited on the east side of Wainui St commencing at its intersection with Elizabeth St and extending in an south direction to a point 17m south. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited on the west side of Wainui St commencing at a point 21m north of its intersection with Elizabeth St and extending in an south direction to a point 36m south. Note 2 applies
75. Existing Elizabeth St - Wainui St to Centennial Ave - Traffic Controls

- a. Approve that all traffic controls along Elizabeth St from its intersection with Wainui St to its intersection with Centennial Ave be revoked. Note 2 applies.
- 76. New Elizabeth St - Wainui St to Centennial Ave - Traffic Controls
 - a. Approve that a bi-directional bicycle path be established on the north side of Elizabeth St commencing at a point 48 m east of its intersection with Centennial Ave and extending in a westerly direction for a distance of 48 m, as detailed on Attachment B, 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 special vehicle lane (eastbound bicycles) on the Elizabeth St approach at a point 48 m east of its intersection with Centennial Ave, as detailed in Attachment B. Note 2 applies.
- 77. Existing Elizabeth St - Wainui St to Centennial Ave - Parking and Stopping
 - a. Approve that all parking and stopping restrictions on both sides of Elizabeth St from its intersection with Wainui St to its intersection with Centennial Ave be revoked. Note 2 applies
- 78. New Elizabeth St - Wainui St to Centennial Ave - Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 140 m east of its intersection with Centennial Ave, and extending in an easterly direction, then following the kerb line (around the cul-de-sac) for a distance of 196 m to its intersection with Centennial Ave. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 54 m east of its intersection with Centennial Ave, and extending in a westerly direction for a distance of 28 m. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the south side of Elizabeth St commencing at a distance 11 m east of its intersection with Centennial Ave, and extending in a westerly direction to its intersection with Centennial Ave. The restriction is to apply at all times. Note 2 applies.
- 79. Existing Elizabeth St / Centennial Ave Intersection - Traffic Controls
 - a. Approve that all traffic controls at the intersection of Elizabeth St and Centennial Ave be revoked.
- 80. New Elizabeth St / Centennial Ave Intersection - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Elizabeth St and Centennial Ave, as detailed in Attachment B.
- 81. Existing Elizabeth St / Centennial Ave Intersection – Parking and Stopping
 - a. Approve that all parking and stopping restrictions on both sides of Centennial Ave commencing at a point 7m north of its intersection with Elizabeth St, and extending in a south direction to a point 33m south be revoked. Note 2 applies.
- 82. New Elizabeth St / Centennial Ave Intersection – Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the west side of Centennial Ave commencing at a point 7m north of its intersection with Elizabeth St, and extending in a

- south direction to a point 21m south. The restriction is to apply at all times. Note 1 applies.
- b. Approve that the stopping of vehicles be prohibited on the east side of Centennial Ave commencing its intersection with Elizabeth St, and extending in north direction distance of 14m. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the east side of Centennial Ave commencing its intersection with Elizabeth St, and extending in south direction for a distance of 12m. The restriction is to apply at all times. Note 2 applies.
83. Existing Centennial Ave Corridor - Elizabeth St to Huia St - Traffic Controls
- a. Approve that all traffic controls on Centennial Ave from its intersection with Elizabeth St to its intersection with Huia St be revoked. Note 2 applies.
84. New Centennial Ave Corridor - Elizabeth St to Huia St - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Centennial Ave from its intersection with Elizabeth St to its intersection with Huia St, as detailed in Attachment B
 - b. Approve that a bidirectional bicycle path be established on the east side of Centennial Ave commencing at Elizabeth St and extending in a north direction for a distance of 85 m, as detailed on Attachment B, 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.
85. Existing Centennial Ave Corridor - Elizabeth St to Huia St - Stopping and Parking
- a. Approve that all parking and stopping restrictions on both sides of Centennial Ave from its intersection with Elizabeth St to its intersection with Huia St be revoked.
86. New Centennial Ave Corridor - Elizabeth St to Huia St - Stopping and Parking
- a. Approve that the stopping of vehicles be prohibited on the east side of Centennial Ave commencing at its intersection with Elizabeth St to its intersection with Huia St. The restriction is to apply at all times. Note 2 applies.
87. Existing Centennial Ave / Huia St Intersection - Traffic Controls
- a. Approve that all traffic controls at the intersection of Centennial Ave and Huia St be revoked.
88. New Centennial Ave / Huia St intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Centennial Ave and Huia St, as detailed in Attachment B
 - b. Approve that a Stop control be placed against Huia St at its intersection with the east side of Centennial Ave, as detailed in Attachment B.
 - c. Approve that a bidirectional bicycle path be established on the east side of Centennial Ave commencing at a point 11m south of its intersection with Huia St and extending in a north direction for a distance of 30 m, as detailed on Attachment B, 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.
89. Existing Centennial Ave / Huia St Intersection - Stopping and Parking

- a. Approve that all parking and stopping restrictions on both sides of Centennial Ave from a point 11m south of its intersection with Huia St to a point 11m north of its intersection with Huia St be revoked. Note 2 applies.
- 90. New Centennial Ave / Huia St Intersection - Stopping and Parking
 - a. Approve that the stopping of vehicles be prohibited on the west side of Centennial Ave commencing at a distance 7m north of its intersection with Huia St, and extending in a south direction for a distance of 21m. The restriction is to apply at all times. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the east side of Centennial Ave commencing at a distance 11m south of its intersection with Huia St, and extending in a north direction for a distance of 30m. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the north side of Huia St commencing at its intersection with Centennial Ave, and extending in an east direction for a distance of 18m. The restriction is to apply at all times. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited on the south side of Huia St commencing at its intersection with Centennial Ave, and extending in an east direction for a distance of 62m. The restriction is to apply at all times. Note 2 applies.
- 91. Existing Centennial Ave Corridor - Huia St to Peverel St - Traffic Controls
 - a. Approve that all traffic controls on Centennial Ave from its intersection with Huia St to its intersection with Peverel St be revoked. Note 2 applies.
- 92. New Centennial Ave Corridor - Huia St to Peverel St - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Centennial Ave from its intersection with Huia St to its intersection with Peverel St, as detailed in Attachment B
 - b. Approve that a bidirectional bicycle path be established on the east side of Centennial Ave commencing at Huia St and extending in a north direction for a distance of 56 m, as detailed on Attachment B, 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.
- 93. Existing Centennial Ave Corridor - Huia St to Peverel St - Stopping and Parking
 - a. Approve that all parking and stopping restrictions on both sides of Centennial Ave from its intersection with Huia St to its intersection with Peverel St be revoked.
- 94. New Centennial Ave Corridor - Huia St to Peverel St - Stopping and Parking
 - a. Approve that the stopping of vehicles be prohibited on the northeast side of Centennial Ave commencing at its intersection with Huia St to its intersection with Peverel St. The restriction is to apply at all times. Note 2 applies.
- 95. Existing Centennial Ave (East) / Peverel St Intersection - Traffic Controls
 - a. Approve that all traffic controls at the intersection of Centennial Ave and Peverel St be revoked.
- 96. New Centennial Ave (East) / Peverel St Intersection - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Centennial Ave and Peverel St, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Centennial Ave at its intersection with the southeast side of Peverel St, as detailed in Attachment B.
 - c. Approve that a bi-directional shared pedestrian/bicycle path be established on the northeast side of Centennial Ave commencing at a point 14m southeast of its intersection with Peverel St and extending in a northwest direction for a distance of 14m, as detailed on Attachment B, 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 southeast side of Peverel St commencing at a point 14m northeast of its intersection with Centennial Ave and extending in a northeast direction for a distance of 14m, as detailed on Attachment B, 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 northwest side of Peverel St commencing at its intersection with Centennial Ave and extending in a northeast direction for a distance of 11m, as detailed on Attachment B, 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 special vehicle lane for the use of southwest bound bicycles only, be established on the southeast side of Peverel St along the existing kerb commencing at a point 9m northeast of its intersection with Centennial Ave and extending in a northeast direction for a distance of 6m. 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 northeast bound bicycles only, be established on the northwest side of Peverel St within the proposed buildout commencing at a point 11m northeast of its intersection with Centennial Ave and extending in a northeast direction for a distance of 6m. 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 Give Way control be placed against the special vehicle lane (northeast bound bicycles) on the Peverel St approach at a point 4m southwest of its intersection with Centennial Ave, as detailed in Attachment B. Note 2 applies.
 - i. Approve that a bidirectional bicycle path be established on the northwest side of Peverel St commencing at Centennial Ave and extending in a southwest direction for a distance of 12 m, as detailed on Attachment B, 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.
97. Existing Peverel St - Centennial Ave (east) to Wharenu Rd - Traffic Controls
- a. Approve that all traffic controls on Peverel St from its intersection with Centennial Ave to its intersection with Wharenu Rd be revoked. Note 2 applies
98. New Peverel St - Centennial Ave (east) to Wharenu Rd - Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Peverel St from its intersection with Centennial Ave (east) to its intersection with Wharenu Rd, as detailed in Attachment B
 - b. Approve that a bi-directional bicycle path be established on the northern side of Peverel St commencing at its intersection with Centennial Ave (east) and extending in a south-westerly direction along existing kerb line for a distance of 361 m, as detailed on Attachment B, 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 special vehicle lane (westbound bicycles) on the Peverel St approach at a point 8 m east of its intersection with Wharenu Rd, as detailed in Attachment B. Note 2 applies.
99. Existing Peverel St – Centennial Ave (east) to Wharenu Rd – Parking and Stopping
- a. Approve that all parking and stopping restrictions on both sides of Peverel St from its intersection with Centennial Ave (east) to its intersection with Wharenu Rd be revoked.
100. New Peverel St – Centennial Ave (east) to Wharenu Rd – Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the northwest side of Peverel St commencing at a distance 12m southwest of its intersection with Centennial Ave (east) and extending in a westerly direction for a distance of 198 m. The restriction is to apply at all times. This restriction is located on the southern 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 north side of Peverel St commencing its intersection with Piko Cr (west) and extending in a southeast direction for a distance of 9 m. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the north side of Peverel St commencing its intersection with Piko Cr (west) and extending in a northwest direction for a distance of 10 m. The restriction is to apply at all times. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited on the northwest side of Peverel St commencing at a distance 210m southwest of its intersection with Centennial Ave (east) and extending in a westerly direction for a distance of 57 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited on the north side of Peverel St commencing its intersection with Euston St and extending in a east direction for a distance of 9 m. The restriction is to apply at all times. Note 2 applies.
 - f. Approve that the stopping of vehicles be prohibited on the north side of Peverel St commencing its intersection with Euston St and extending in a west direction for a distance of 7 m. The restriction is to apply at all times. Note 2 applies
 - g. Approve that the stopping of vehicles be prohibited on the northwest side of Peverel St commencing at a distance 235m southwest of its intersection with Centennial Ave (east) and extending in a westerly direction for a distance of 57 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies
 - h. Approve that the stopping of vehicles be prohibited on the northwest side of Peverel St commencing at a distance 80m east of its intersection with Wharenu Rd and extending

in a westerly direction for a distance of 40m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies

- i. Approve that the stopping of vehicles be prohibited on the south side of Peverel St commencing at its intersection with Tika St, and extending in an easterly direction for a distance of 11 m. The restriction is to apply at all times. Note 2 applies.
 - j. Approve that the stopping of vehicles be prohibited on the south side of Peverel St commencing at its intersection with Tika St, and extending in a westerly direction for a distance of 9 m. The restriction is to apply at all times. Note 2 applies.
 - k. Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the south-west side of Peverel St commencing at a point 9 m west of its intersection with Tika St, and extending in a north-westerly direction for a distance of 10 m. The restriction is to apply Monday to Friday, between the hours of 8:00 am and 6:00 pm. Note 2 applies.
 - l. Approve that the stopping of vehicles be prohibited on the south side of Peverel St commencing at its intersection with Centennial Ave (west), and extending in a southeast direction for a distance of 12 m. The restriction is to apply at all times. Note 2 applies.
 - m. Approve that the stopping of vehicles be prohibited on the south side of Peverel St commencing at its intersection with Centennial Ave (west), and extending in a northwest direction for a distance of 9 m. The restriction is to apply at all times. Note 2 applies.
 - n. Approve that the stopping of vehicles be prohibited on the south side of Peverel St commencing at a point 112m west of its intersection with Centennial Ave (west) and extending in a northwest direction for a distance of 15 m. The restriction is to apply at all times. Note 2 applies.
101. Existing Peverel St / Tika St Intersection- Traffic Controls
- a. Approve that all traffic controls at the intersection of Peverel St and Tika St be revoked.
102. New Peverel St / Tika St Intersection- Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Tika St and south, as detailed in Attachment Peverel St
 - b. Approve that a Stop control be placed against Tika St at its intersection with the south side of Peverel St, as detailed in Attachment B.
103. Existing Peverel St / Centennial Ave (west) Intersection - Traffic Controls
- a. Approve that all traffic controls at the intersection of Peverel St and Centennial Ave (west) be revoked.
104. New Peverel St / Centennial Ave (west) Intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Peverel St and Centennial Ave (west), as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Centennial Ave (west) at its intersection with the south-west side of Peverel St, as detailed in Attachment B
105. Existing Peverel St / Centennial Ave (west) Intersection- Stopping and Parking

- a. Approve that all parking and stopping restrictions on both sides of Peverel St from its intersection with Centennial Ave (west) to a point 16m southwest of its intersection with Peverel St be revoked.
- 106. New Peverel St / Centennial Ave (west) Intersection- Stopping and Parking
 - a. Approve that the stopping of vehicles be prohibited on the both sided of Centennial Ave (west) commencing at its intersection with Peverel St, and extending in a southwest direction for a distance of 16 m. The restriction is to apply at all times. Note 2 applies.
- 107. Existing Peverel St / Piko St Intersection - Traffic Controls
 - a. Approve that all traffic controls at the intersection of Peverel St and Piko St be revoked.
- 108. New Peverel St / Piko Cres intersection - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Peverel St and Piko Cres, as detailed in Attachment Peverel St
 - b. Approve that a Stop control be placed against Piko Cres at its intersection with the north-east side of Peverel St, as detailed in Attachment B.
- 109. Existing Peverel St / Piko Cres Intersection- Stopping and Parking
 - a. Approve that all parking and stopping restrictions on northwest side of Piko St from its intersection with Peverel St to a point 13m northeast be revoked.
 - b. Approve that all parking and stopping restrictions on southeast side of Piko St from its intersection with Peverel St to a point 18m northeast be revoked.
- 110. New Peverel St / Piko Cres Intersection- Stopping and Parking
 - a. Approve that the stopping of vehicles be prohibited on the northwest side of Piko St commencing at its intersection with Peverel St, and extending in a northeast direction for a distance of 13 m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the southeast side of Piko St commencing at its intersection with Peverel St, and extending in a northeast direction for a distance of 18 m. The restriction is to apply at all times. Note 2 applies
- 111. Existing Peverel St / Euston St Intersection - Traffic Controls
 - a. Approve that all traffic controls at the intersection of Peverel St and Euston St be revoked.
- 112. New Peverel St / Euston St Intersection - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Peverel St and Euston St, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Euston St at its intersection with the north side of Peverel St, as detailed in Attachment B.
- 113. Existing Peverel St / Euston St Intersection - Stopping and Parking
 - a. Approve that all parking and stopping restrictions on both sides of Euston St from its intersection with Peverel St to a point 17m north be revoked.
- 114. New Peverel St / Euston St Intersection - Stopping and Parking

- a. Approve that the stopping of vehicles be prohibited on the both sides of Euston St commencing at its intersection with Peverel St, and extending in a north direction for a distance of 17 m. The restriction is to apply at all times. Note 2 applies.
- 115. Existing Peverel St / Wharenui Rd - Traffic Controls
 - a. Approve that all traffic controls at the intersection of Peverel St and Wharenui Rd be revoked.
- 116. New Peverel St / Wharenui Rd intersection- Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Peverel St and Wharenui Rd, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Peverel St at its intersection with the east side of Wharenui Rd, as detailed in Attachment B.
 - c. Approve that a bi-directional shared pedestrian/bicycle path be established on the east side of Wharenui Rd commencing at its intersection with Peverel St and extending in a north direction for a distance of 15 m, as detailed on Attachment B, 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 special vehicle lane for the use of south bound bicycles only, be established on the east side of Wharenui Rd along the new kerb, commencing at a point 18 m north of its intersection with Peverel St and extending in a south direction for a distance of 9 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 bi-directional shared pedestrian/bicycle path be established on the west side of Wharenui Rd commencing at its intersection with Peverel St and extending in a northerly direction for a distance of 19 m, as detailed on Attachment B, 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 special vehicle lane for the use of north bound bicycles only, be established on the west side of Wharenui Rd along the new kerb, commencing at a point 22 m north of its intersection with Peverel St and extending in a southerly direction for a distance of 9 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 pedestrian and bicycle 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 Wharenui Rd at a point 4 m north of its intersection with Peverel St.
- 117. Existing Peverel St / Wharenui Rd intersection – Parking and Stopping
 - a. Approve that all parking and stopping restrictions at the intersection of Wharenui Rd and Peverel St be revoked. Note 2 applies.
- 118. New Peverel St / Wharenui Rd intersection – Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the north side of Peverel St at its intersection with Wharenui Rd and extending in a west direction for a distance of 12 m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Peverel St at its intersection with Wharenui Rd and extending in a west direction for a distance of 12 m. The restriction is to apply at all times. Note 2 applies.

- c. Approve that the stopping of vehicles be prohibited on the east side of Wharenu Rd St commencing at its intersection with Peverel St and extending in a north direction for a distance of 22 m. The restriction is to apply at all times. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited on the east side of Wharenu Rd St commencing at its intersection with Peverel St and extending in a north direction for a distance of 22 m. The restriction is to apply at all times. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited on the west side of Wharenu Rd St commencing at a point 17m north of its intersection with Peverel St and extending in a south direction for a distance of 23 m. The restriction is to apply at all times. Note 2 applies.
 - f. Approve that the stopping of vehicles be prohibited on the east side of Wharenu Rd St commencing at its intersection with Peverel St and extending in a south direction for a distance of 18 m. The restriction is to apply at all times. Note 2 applies.
119. Existing Wharenu Rd - Peverel St to Lochee Rd - Traffic Controls
- a. Approve that all traffic controls on Wharenu Rd from its intersection with Peverel St to its intersection with Lochee Rd be revoked. Note 2 applies.
120. New Wharenu Rd - Peverel St to Lochee Rd - Traffic Controls
- a. Approve that a bi-directional bicycle path be established on the west side of Wharenu Rd commencing at its intersection with Peverel St and extending in a south direction to its intersection with Lochee Rd, as detailed in Attachment B, 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 special vehicle lane (north bound bicycles) on the Wharenu Rd approach at a point 5m south of its intersection with Peverel St, as detailed in Attachment B. Note 2 applies.
121. Existing Wharenu Rd - Peverel St to Lochee Rd - Parking and Stopping
- a. Approve that all parking and stopping restrictions on the west side of Wharenu Rd from a point 5m south of its intersection with Peverel St to a point 30 m south of its intersection with Peverel St be revoked. Note 2 applies.
122. New Wharenu Rd - Peverel St to Lochee Rd - Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the west side of Wharenu Rd commencing at a distance 5 m south of its intersection with Peverel St, and extending in a south direction for a distance of 30 m. The restriction is to apply at all times. Note 2 applies.
123. Existing Wharenu Rd / Lochee Rd intersection - Traffic Controls
- a. Approve that all traffic controls at the intersection of Wharenu Rd and Lochee Rd be revoked.
124. New Wharenu Rd / Lochee Rd intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Lochee Rd and Wharenu Rd, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Lochee Rd at its intersection with the west side of Wharenu Rd, as detailed in Attachment B

- c. Approve that a bidirectional bicycle path be established on the north side of Lochee Rd commencing at its intersection with Wharenu Rd and extending in a west direction for a distance of 14 m, as detailed on Attachment B, 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 uni-directional bicycle path be established on the west side of Wharenu Rd commencing at a point 2m north of its intersection with Lochee Rd and extending in a north direction for a distance of 4 m, as detailed on Attachment B, 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.
125. Existing Wharenu Rd / Lochee Rd intersection – Parking and Stopping
- a. Approve that all parking and stopping restrictions at the intersection of Lochee Rd and Wharenu Rd be revoked. Note 2 applies.
126. New Wharenu Rd / Lochee Rd intersection – Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the west side of Wharenu Rd commencing at its intersection with Lochee Rd and extending in a south direction for a distance of 16 m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the north side of Lochee Rd commencing at its intersection with Wharenu Rd and extending in a west direction for a distance of 14 m. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the south side of Lochee Rd commencing at its intersection with Wharenu Rd and extending in a west direction for a distance of 14 m. The restriction is to apply at all times. Note 2 applies.
127. Existing Lochee Rd - Wharenu Rd to Middleton Park – Traffic Controls
- a. Approve that all traffic controls on Lochee Rd from its intersection with Wharenu Rd to its intersection with Golden Elm Ln be revoked. Note 2 applies.
128. New Lochee Rd - Wharenu Rd to Middleton Park – Traffic Controls
- a. Approve that a bi-directional bicycle path be established on the north side of Lochee Rd commencing at its intersection with Wharenu Rd and extending in a west then north-west direction for a distance of 260 m, as detailed on Attachment B, 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 special vehicle lane (north-westbound bicycles) on the Lochee Rd approach at a point 260 m west of its intersection with Wharenu Rd, as detailed in Attachment B. Note 2 applies.
 - c. Approve that a bi-directional shared pedestrian/bicycle path be established on the north-east side of Lochee Rd commencing at a point 260 m west of its intersection with Wharenu Rd and extending in a north-westerly direction for a distance of 6 m, as detailed on Attachment B, 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-west side of Lochee Rd commencing at a point 260 m west of its intersection with Wharenu Rd and extending in a north-westerly direction for a distance of 18 m, as detailed on Attachment B, 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.

129. Existing Lochee Rd - Wharenuui Rd to Middleton Park- Parking and Stopping

- a. Approve that all parking and stopping restrictions on both sides of Lochee Rd commencing at a point 14m west of its intersection with Wharenuui Rd to a point 314 m west be revoked. Note 2 applies.

130. New Lochee Rd - Wharenuui Rd to Middleton Park- Parking and Stopping

- a. Approve that the stopping of vehicles be prohibited on the south side of Lochee Rd commencing at a distance 30 m west of its intersection with Wharenuui Rd, and extending in a west direction for a distance of 30 m. The restriction is to apply at all times. Note 2 applies.
- b. Approve that the stopping of vehicles be prohibited on the south side of Lochee Rd commencing at a distance 47 m west of its intersection with Wharenuui Rd, and extending in a west direction for a distance of 31 m. The restriction is to apply at all times. Note 2 applies.
- c. Approve that the stopping of vehicles be prohibited on the south side of Lochee Rd commencing at a distance 98 m west of its intersection with Wharenuui Rd, and extending in a west direction for a distance of 22 m. The restriction is to apply at all times. Note 2 applies.
- d. Approve that the stopping of vehicles be prohibited on the south side of Lochee Rd commencing at a distance 146 m west of its intersection with Wharenuui Rd, and extending in a west direction for a distance of 48 m. The restriction is to apply at all times. Note 2 applies.
- e. Approve that the stopping of vehicles be prohibited on the south side of Lochee Rd commencing at a distance 204 m west of its intersection with Wharenuui Rd, and extending in a west direction for a distance of 14 m. The restriction is to apply at all times. Note 2 applies.
- f. Approve that the stopping of vehicles be prohibited on the south side of Lochee Rd commencing at a distance 250 m west of its intersection with Wharenuui Rd, and extending in a westerly direction for a distance of 53 m. The restriction is to apply at all times. Note 2 applies.
- g. Approve that the stopping of vehicles be prohibited on the north side of Lochee Rd commencing at a distance 14 m west of its intersection with Wharenuui Rd, and extending in a west direction for a distance of 249 m. The restriction is to apply at all times. This restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- h. Approve that the stopping of vehicles be prohibited on the north side of Lochee Rd commencing at a distance 263 m west of its intersection with Wharenuui Rd, and extending in a west direction for a distance of 65 m. The restriction is to apply at all times. Note 2 applies.

131. New Middleton Park – Traffic Control

- a. Approve that a pathway, located at the east end of Middleton Park and extending in a west direction to Middleton Road as a bi-directional shared pedestrian/bicycle pathway, as detailed in Attachment B, in accordance with section 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 1 applies.

132. Existing Middleton Rd / Middleton Park Intersection - Traffic Control
 - a. Approve that all traffic controls at the intersection of Middleton Rd and Middleton Park be revoked.
133. New Middleton Rd / Middleton Park Intersection - Traffic Control
 - a. Approve the lane marking changes, kerb alignment changes, Rd surface changes and islands on Middleton Rd at the pedestrian and cycle crossing as detailed in Attachment B. Note 2 applies.
 - b. Approve that a pedestrian and bicycle 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 Middleton Rd at a point 25 m north of its intersection with Suva St.
 - c. Approve that a bi-directional shared pedestrian/bicycle path be established on the east side of Middleton Rd commencing at a point 16 m north of its intersection with Middleton Park and extending in a south direction for a distance of 29 m, as detailed on Attachment B, 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 west side of Middleton Rd commencing at a point 18 m north of its intersection with Suva St and extending in a northerly direction for a distance of 8 m, as detailed on Attachment B, 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 Middleton Rd / Middleton Park Intersection - Parking and Stopping
 - a. Approve that all parking and stopping restrictions on the east side of Middleton Rd from a point 16 m north of its intersection with Middleton Park to a point 72 m south of its intersection with Middleton Park be revoked. Note 2 applies.
135. New Middleton Rd / Middleton Park Intersection - Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the east side of Middleton Rd commencing at a distance 16 m north of its intersection with Middleton Park, and extending in a south direction for a distance of 72 m. The restriction is to apply at all times. Note 2 applies.
136. Existing Suva St - Hansons Ln to Ballantyne Ave -Traffic Controls
 - a. Approve that all traffic controls on Suva St from its intersection with Hansons Ln to its intersection with Ballantyne Ave be revoked. Note 2 applies.
137. New Suva St - Hansons Ln to Ballantyne Ave -Traffic Controls
 - a. Approve that a bi-directional bicycle path be established on the north side of Suva St commencing at its intersection with Hansons Ln and extending in a west direction to its intersection with Ballantyne Ave, as detailed in Attachment B, 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.
138. Existing Suva St - Hansons Ln to Ballantyne Ave - Parking and Stopping

- a. Approve that all parking and stopping restrictions on both sides of Suva St from its intersection with Hansons Ln to its intersection with Ballantyne Ave be revoked.
- 139. New Suva St - Hansons Ln to Ballantyne Ave - Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the north side of Suva St commencing at its intersection with Hansons Ln, and extending in a westerly direction for a distance of 271 m. The restriction is to apply at all times. This restriction is located on the southern 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 Suva St commencing at a distance 50 m west of its intersection with Hansons Ln, and extending in a westerly direction for a distance of 24 m. The restriction is to apply at all times. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited on the south side of Suva St commencing at a distance 154 m west of its intersection with Hansons Ln, and extending in a westerly direction for a distance of 14 m. The restriction is to apply at all times. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited on the south side of Suva St commencing at a distance 238 m west of its intersection with Hansons Ln, and extending in a westerly direction for a distance of 46 m. The restriction is to apply at all times. Note 2 applies.
- 140. Existing Suva St / Ballantyne St intersection- Traffic Controls
 - a. Approve that all traffic controls at the intersection of Suva St and Ballantyne St be revoked.
- 141. New Suva St / Ballantyne St intersection - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Suva St and Ballantyne St, as detailed in Attachment B
 - b. Approve that the left turn movement from Suva St into Ballantyne St is prohibited.
 - c. Approve that the left turn movement from Ballantyne St into Suva St is prohibited.
 - d. Approve that the right turn movement from Suva St into Ballantyne St is prohibited.
 - e. Approve that the right turn movement from Ballantyne St into Suva St is prohibited.
 - f. Approve that a bi-directional bicycle path be established on the north side of Suva St commencing at its intersection with Ballantyne Ave and extending in a westerly direction for a distance of 7 m, as detailed on Attachment B, 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 Give Way control be placed against the special vehicle lane (westbound bicycles) on the Ballantyne Ave approach at a point 248 m west of its intersection with Hansons Ln, as detailed in Attachment B. Note 2 applies.
 - h. Approve that a Give Way control be placed against the special vehicle lane (eastbound bicycles) on the Ballantyne Ave approach at a point 260 m west of its intersection with Hansons Ln, as detailed in Attachment B. Note 2 applies.
 - i. Approve that a Give Way control be placed against the special vehicle lane (westbound bicycles) on the Suva St approach at a point 267 m west of its intersection with Hansons Ln, as detailed in Attachment B. Note 2 applies.

142. Existing Ballantyne Ave - Suva St to Main South Rd - Traffic Controls
 - a. Approve that all traffic controls on Ballantyne St from its intersection with Suva St to Main South Rd be revoked. Note 2 applies
143. New Ballantyne Ave - Suva St to Main South Rd - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Ballantyne St from its intersection with Suva St to Main South Rd, as detailed in Attachment B
 - b. Approve that a bi-directional shared pedestrian/bicycle path be established, commencing at the north end of Ballantyne Ave and extending in a north direction to its intersection with Main South Rd, as detailed in Attachment B, 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 1 applies.
144. Existing Ballantyne Ave - Suva St to Main South Road - Parking and Stopping
 - a. Approve that all parking and stopping restrictions on both sides of Ballantyne Ave from its intersection with Suva St to a point 308 m north be revoked. Note 1 applies.
145. New Ballantyne Ave - Suva St to Main South Road - Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the west side of Ballantyne Ave commencing at a distance 72 m south of its intersection with Owens Tce, and extending in a southerly direction, then following the western kerb line (around the cul-de-sac) for a distance of 56 m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the east side of Ballantyne Ave commencing at a distance 6 m south of its intersection with Owens Tce, and extending in a southerly direction for a distance of 64 m. The restriction is to apply Monday to Friday between the hours of 8:00 am and 6:00 pm. Note 1 applies.
 - c. Approve that the stopping of vehicles be prohibited on the east side of Ballantyne Ave commencing at a distance 6 m south of its intersection with Owens Tce, and extending in a northerly direction for a distance of 26 m. The restriction is to apply at all times. Note 1 applies.
 - d. Approve that the stopping of vehicles be prohibited on the west side of Ballantyne Ave commencing at its intersection with Owens Tce, and extending in a southerly direction for a distance of 10 m. The restriction is to apply at all times. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited on the west side of Ballantyne Ave commencing at its intersection with Owens Tce, and extending in a northerly direction for a distance of 9 m. The restriction is to apply at all times. Note 2 applies.
 - f. Approve that the stopping of vehicles be prohibited on the east side of Ballantyne Ave commencing at a distance 14 m north of its intersection with Owens Tce, and extending in a northerly direction for a distance of 12 m. The restriction is to apply Monday to Friday between the hours of 8:00 am and 6:00 pm. Note 1 applies.
 - g. Approve that the stopping of vehicles be prohibited on the east side of Ballantyne Ave commencing at a distance 26 m north of its intersection with Owens Tce, and extending in a northerly direction for a distance of 33 m. The restriction is to apply at all times. Note 1 applies.
 - h. Approve that the stopping of vehicles be prohibited on the west side of Ballantyne Ave commencing at a distance 33 m north of its intersection with Owens Tce, and extending

in a northerly direction for a distance of 21 m. The restriction is to apply at all times. Note 1 applies.

- i. Approve that the stopping of vehicles be prohibited on the east side of Ballantyne Ave commencing at a distance 59 m north of its intersection with Owens Tce, and extending in a northerly direction for a distance of 22 m. The restriction is to apply Monday to Friday between the hours of 8:00 am and 6:00 pm. Note 1 applies.
 - j. Approve that the stopping of vehicles be prohibited on the east side of Ballantyne Ave commencing at its intersection with Haynes Ave, and extending in a southerly direction for a distance of 10 m. The restriction is to apply at all times. Note 2 applies.
 - k. Approve that the stopping of vehicles be prohibited on the east side of Ballantyne Ave commencing at its intersection with Haynes Ave, and extending in a northerly direction, then following the eastern kerb line (around the cul-de-sac) for a distance of 142 m. The restriction is to apply at all times. Note 2 applies.
146. Existing Ballantyne Ave / Owens Tce intersection - Traffic Controls
- a. Approve that all traffic controls at the intersection of Ballantyne Ave and Owens Tce be revoked. Note 1 applies.
147. New Ballantyne Ave / Owens Tce intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Ballantyne St and Owens Tce, as detailed in Attachment B
 - b. Approve that a Stop control be placed against Owens Tce at its intersection with the west side of Ballantyne Ave, as detailed in Attachment B
148. Existing Ballantyne Ave / Owens Tce intersection – Parking and Stopping
- a. Approve that all parking and stopping restrictions at the intersection of Ballantyne Ave and Owens Tce be revoked. Note 2 applies.
149. New Ballantyne Ave / Owens Tce intersection – Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the north side of Owens Tce commencing at a distance 10 m west of its intersection with Ballantyne Ave, and extending in a westerly direction for a distance of 5 m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Owens Tce commencing at a distance 10 m west of its intersection with Ballantyne Ave, and extending in a westerly direction for a distance of 5 m. The restriction is to apply at all times. Note 2 applies.
150. Existing Ballantyne Ave / Haynes Ave intersection - Traffic Controls
- a. Approve that all traffic controls at the intersection of Ballantyne Ave and Haynes Ave be revoked. Note 1 applies.
151. New Ballantyne Ave / Haynes Ave intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Ballantyne St and Haynes Ave, as detailed in Attachment B
 - b. Approve that a Stop control be placed against Haynes Ave at its intersection with the east side of Ballantyne Ave, as detailed in Attachment B
152. Existing Ballantyne Ave / Haynes Ave intersection – Parking and Stopping

- a. Approve that all parking and stopping restrictions at the intersection of Ballantyne Ave and Haynes Ave be revoked. Note 2 applies.
- 153. New Ballantyne Ave / Haynes Ave intersection – Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the north side of Haynes Ave commencing at a distance 10 m east of its intersection with Ballantyne Ave, and extending in an easterly direction for a distance of 8 m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Haynes Ave commencing at a distance 10 m east of its intersection with Ballantyne Ave, and extending in an easterly direction for a distance of 8 m. The restriction is to apply at all times. Note 2 applies.
- 154. Existing Main South Road – Yaldhurst Rd to Ballantyne Ave - Traffic Controls
 - a. Approve that all traffic controls on the south side of Main South Road from its intersection with Ballantyne Ave Ln to a point 246m east of its intersection with Ballantyne Ave be revoked. Note 2 applies.
- 155. New Main South Rd - Yaldhurst Rd to Ballantyne Ave - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Main South Rd from its intersection with Ballantyne Ave to a point 246m east be revoked.
 - b. Approve that a bi-directional shared pedestrian/bicycle path be established on the south side of Main South Rd commencing at its intersection with Ballantyne Ave and extending in an east direction for a distance of 246 m, as detailed on Attachment B, 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 1 applies.
- 156. Existing Main South Rd - Yaldhurst Rd to Ballantyne Ave - Parking and Stopping
 - a. Approve that all parking and stopping restrictions on the south side of Main South Rd from its intersection with Ballantyne Ave to a point 246m east be revoked.
- 157. New Main South Rd - Yaldhurst Rd to Ballantyne Ave - Parking and Stopping
 - a. Approve that the stopping of vehicles be prohibited on the south side of Main South Rd commencing at its intersection with Ballantyne Ave and extending in a west direction for a distance of 8m. The restriction is to apply at all times. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Main South Rd commencing at a point 79m west of its intersection with Ballantyne Ave and extending in a west direction for a distance of 165m. The restriction is to apply at all times. Note 2 applies.
- 158. Existing Main South Rd – Ballantyne Ave to Curletts Rd - Traffic Controls
 - a. Approve that all traffic controls on the south side of Main South Road from its intersection with Ballantyne Ave to its intersection with Curletts Rd be revoked. Note 2 applies.
- 159. New Main South Rd – Ballantyne Ave to Curletts Rd - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on the south side of Main South Rd from its intersection with Ballantyne Ave to its intersection with Curletts Rd, as detailed in Attachment B

- b. Approve that a bi-directional shared pedestrian/bicycle path be established on the south side of Main South Rd commencing at its intersection with Ballantyne Ave and extending in a west direction for a distance of 43 m, as detailed on Attachment B, 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 side of Main South Rd commencing at a point 43 m west of its intersection with Ballantyne Ave and extending in a west direction for a distance of 184 m, as detailed on Attachment B, 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 (westbound bicycles) on the Main South Rd approach at a point 15 m east of its intersection with Curletts Rd as detailed in Attachment B. Note 2 applies.
 - e. Approve that a bi-directional shared pedestrian/bicycle path be established on the south side of Main South Rd commencing at a point 15 m east of its intersection with Curletts Rd and extending in a westerly direction for a distance of 15 m, as detailed on Attachment B, 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.
160. Existing Main South Rd - Riccarton Rd to Curletts Rd - Parking and Stopping
- a. Approve that all parking and stopping restrictions on both sides of Main South Rd from its intersection with Riccarton Rd to its intersection with Curletts Rd be revoked.
161. New Main South Rd - Riccarton Rd to Curletts Rd - Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the south side of Main South Rd commencing at its intersection with Riccarton Rd, and extending in a westerly direction for a distance of 49 m. The restriction is to apply at all times. Note 1 applies.
 - b. Approve that the stopping of vehicles be prohibited on the south side of Main South Rd commencing at a distance 121 m west of its intersection with Riccarton Rd, and extending in a westerly direction for a distance of 17 m. The restriction is to apply at all times. Note 1 applies.
 - c. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Main South Rd commencing at a point 94 m west of its intersection with Riccarton Rd, and extending in a westerly direction for a distance of 167 m. The restriction is to apply at all times. Note 1 applies.
 - d. Approve that a bus stop be installed on the south side of Main South Rd commencing at a distance 138 m west of its intersection with Riccarton Rd, and extending in a westerly direction for a distance of 14 m.
 - e. Approve that the stopping of vehicles be prohibited on the south side of Main South Rd commencing at a distance 152 m west of its intersection with Riccarton Rd, and extending in a westerly direction to its intersection with Curletts Rd. The restriction is to apply at all times. This restriction is located on the northern 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 north side of Main South Rd commencing at a distance 261 m west of its intersection with Riccarton Rd, and extending in a westerly direction to its intersection with Curletts Rd. The restriction is to apply at all times. Note 1 applies.\

162. New Curletts Rd / Main South Rd Pedestrian / Cyclist Crossing - Traffic Controls
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes associated with the new Curletts Rd pedestrian / cyclist crossing at the intersection of Curletts Rd and Main South Rd, as detailed in Attachment B
 - b. Approve that a pedestrian and bicycle 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 Curletts Rd at a point 2 m west of its intersection with Main South Rd.
163. Existing Main South Rd - Curletts Rd to Craven St -Traffic Controls
 - i. Approve that all traffic controls on Main South Rd from its intersection with Curletts Rd to its intersection with Craven St be revoked. Note 2 applies
164. New Main South Rd - Curletts Rd to Craven St -Traffic Controls
 - a. Approve that a bi-directional shared pedestrian/bicycle path be established on the south side of Main South Rd commencing at a point 14 m west of its intersection with Curletts Rd and extending in an easterly direction for a distance of 14 m, as detailed on Attachment B, 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 special vehicle lane (northwest bound bicycles) on the Main South Rd approach at a point 17m southwest of its intersection with Curletts Rd, as detailed in Attachment B. Note 2 applies.
 - c. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Main South Rd from its intersection with Curletts Rd to its intersection with Craven St, as detailed in Attachment B.
 - d. Approve that a bi-directional bicycle path be established on the south-east side of Main South Rd commencing at a point 14 m west of its intersection with Curletts Rd and extending in a south-westerly direction for a distance of 479 m, as detailed on Attachment B, 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 Give Way control be placed against the special vehicle lane (south-eastbound bicycles) on the Main South Rd approach at a point 22 m south-west of its intersection with English St, as detailed in Attachment B. Note 2 applies.
 - f. Approve that a pedestrian crossing be duly established and marked in accordance with section 8.2 of the Land Transport Rule: Traffic Control Devices 2004, on Main South Rd located at a point 25 m south-west of its intersection with English St, as detailed in Attachment B. Note 1 applies.
 - g. Approve that a Give Way control be placed against the special vehicle lane (north-westbound bicycles) on the Main South Rd approach at a point 28 m south-west of its intersection with English St, as detailed in Attachment B. Note 2 applies.
 - h. Approve that a pedestrian crossing be duly established and marked in accordance with section 8.2 of the Land Transport Rule: Traffic Control Devices 2004, on Main South Rd located on the south-east side at a point 306 m south-west of its intersection with Curletts Rd, crossing the bi-directional bicycle path as detailed in Attachment B. Note 2 applies.

- i. Approve that a pedestrian crossing be duly established and marked in accordance with section 8.2 of the Land Transport Rule: Traffic Control Devices 2004, on Main South Rd located on the south-east side at a point 313 m south-west of its intersection with Curletts Rd, crossing the bi-directional bicycle path as detailed in Attachment B. Note 2 applies.
 - j. Approve that a Give Way control be placed against the special vehicle lane (south-westbound bicycles) on the south-east approach at a point 482 m south-west of its intersection with Curletts Rd, as detailed in Attachment B. Note 2 applies.
 - k. Approve that a bi-directional shared pedestrian/bicycle path be established on the south-east side of Main South Rd commencing at a point 483 m south-west of its intersection with Main South Rd and extending in a south-westerly direction for a distance of 21 m, as detailed on Attachment B, 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.
 - l. Approve that a pedestrian and bicycle 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 Main South Rd at a point 16 m south-west of its intersection with Colman Ave.
 - m. Approve that a bi-directional shared pedestrian/bicycle path be established on the north-west side of Main South Rd commencing at a point 123 m north-east of its intersection with Craven St and extending in a south-westerly direction for a distance of 123 m, as detailed on Attachment B, 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 B applies.
 - n. Approve that a Give Way control be placed against the special vehicle lane (north-eastbound bicycles) on the Main South Rd approach at a point 122 m north-east of its intersection with Craven St, as detailed in Attachment B. Note 2 applies.
 - o. Approve that a special vehicle lane for the use of south-east bound bicycles only, be established on the south-west side of Main South Rd along the existing kerb, commencing at a point 503 m south-west of its intersection with Curletts Rd and extending in a south-easterly direction for a distance of 51 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.
 - p. Approve that a special vehicle lane for the use of south-east bound bicycles only, be established on the south-west side of Main South Rd along the existing kerb, commencing at a point 598 m south-west of its intersection with Curletts Rd and extending in a south-easterly direction for a distance of 119 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.
165. Existing Main South Rd - Curletts Rd to Craven St - Parking and Stopping
- a. Approve that all parking and stopping restrictions on both sides of Main South Rd from its intersection with Curletts Rd to its intersection with Craven St be revoked.
166. New Main South Rd – Curletts Rd to Craven St - Parking and Stopping
- a. Approve that the stopping of vehicles be prohibited on the south side of Main South Rd commencing at its intersection with Curletts Rd, and extending in a west then south-westerly direction for a distance of 73 m. The restriction is to apply at all times at all

times. This restriction is located on the northern 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 north-west side of Main South Rd commencing at a distance 87 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 13 m. The restriction is to apply at all times. Note 1 applies.
- c. Approve that the stopping of vehicles be prohibited on the south-east side of Main South Rd commencing at a distance 88 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 13 m. The restriction is to apply at all times. This 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 north-west side of Main South Rd commencing at a distance 100 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 13 m.
- e. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd commencing at a distance 113 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 8 m. The restriction is to apply at all times. Note 2 applies.
- f. Approve that the stopping of vehicles be prohibited on the south-east side of Main South Rd commencing at a distance 116 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 13 m. The restriction is to apply at all times. This restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- g. Approve that a bus stop be installed on the south-east side of Main South Rd commencing at a distance 129 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 14 m. The bus stop is located on the north-west side of the cycle lane separation kerb,
- h. Approve that the stopping of vehicles be prohibited on the south-east side of Main South Rd commencing at a distance 143 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 17 m. The restriction is to apply at all times. This restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- i. Approve that the stopping of vehicles be prohibited on the south-east side of Main South Rd commencing at a distance 174 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 61 m. The restriction is to apply at all times. This restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- j. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd and the north-east side of English St commencing at a point 14 m north-east of the intersection of Main South Rd and English St and extending in a south-west then north-easterly direction to a point 11 m north-west of the intersection of Main South Rd and English St. The restriction is to apply at all times. Note 2 applies.
- k. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd and the south-west side of English St commencing at a point 8 m north-west of the intersection of Main South Rd and English St and extending in a south-east then south-westerly direction to a point 19 m south-west of the intersection of Main South Rd and English St. The restriction is to apply at all times. Note 1 applies.

- l. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd commencing at a distance 24 m south-west of its intersection with English St, and extending in a south-westerly direction for a distance of 20 m. The restriction is to apply at all times. Note 1 applies.
- m. Approve that the stopping of vehicles be prohibited on the south-east side of Main South Rd commencing at a distance 241 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 55 m. The restriction is to apply at all times. Note 2 applies.
- n. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd commencing at a distance 35 m south-west of its intersection with English St, and extending in a south-westerly direction for a distance of 4 m. The restriction is to apply at all times. Note 1 applies.
- o. Approve that a bus stop be installed on the north-west side of Main South Rd commencing at a distance 39 m south-west of its intersection with English St, and extending in a south-westerly direction for a distance of 14 m.
- p. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd commencing at a distance 52 m south-west of its intersection with English St, and extending in a south-westerly direction for a distance of 7 m. The restriction is to apply at all times. Note 1 applies.
- q. Approve that a bus stop be installed on the south-east side of Main South Rd commencing at a distance 296 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 14 m. The bus stop is located on the north-west side of the cycle lane separation kerb.
- r. Approve that the stopping of vehicles be prohibited on the south-east side of Main South Rd commencing at a distance 310 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 4 m. The restriction is to apply at all times. This restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- s. Approve that the stopping of vehicles be prohibited on the south-east side of Main South Rd commencing at a distance 378 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 181 m. The restriction is to apply at all times. This restriction is located on the north-western side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
- t. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd and the north-east side of Bowman Pl commencing at a point 16 m north-east of the intersection of Main South Rd and Bowman Pl and extending in a south-west then north-easterly direction to a point 16 m north-east of the intersection of Main South Rd and Bowman Pl. The restriction is to apply at all times. Note 2 applies.
- u. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd and the south-west side of Bowman Pl commencing at a point 16 m north-west of the intersection of Main South Rd and Bowman Pl and extending in a south-east then south-westerly direction to a point 19 m south-west of the intersection of Main South Rd and Bowman Pl. The restriction is to apply at all times. Note 1 applies.
- v. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd commencing at a distance 25 m south-west of its intersection with Bowman Pl, and extending in a south-westerly direction for a distance of 6 m. The restriction is to apply at all times. Note 1 applies.

- w. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd commencing at a distance 37 m south-west of its intersection with Bowman Pl, and extending in a south-westerly direction for a distance of 6 m. The restriction is to apply at all times. Note 1 applies.
 - x. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd and the north-east side of Colman Ave commencing at a point 14 m north-east of the intersection of Main South Rd and Colman Ave and extending in a south-west then north-easterly direction to a point 15 m north-east of the intersection of Main South Rd and Colman Ave. The restriction is to apply at all times. Note 2 applies.
 - y. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd and the south-west side of Colman Ave commencing at a point 18 m north-west of the intersection of Main South Rd and Colman Ave and extending in a south-east then south-westerly direction to a point 13 m south-west of the intersection of Main South Rd and Colman Ave. The restriction is to apply at all times. Note 2 applies.
 - z. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd commencing at a distance 25 m south-west of its intersection with Colman Ave, and extending in a south-westerly direction for a distance of 40 m. The restriction is to apply at all times. This restriction is located on the south-eastern side of the cycle lane separation kerb, inclusive of gaps for access points. Note 2 applies.
 - aa. Approve that a bus stop be installed on the north-west side of Main South Rd commencing at a distance 65 m south-west of its intersection with Colman Ave, and extending in a south-westerly direction for a distance of 29 m. The bus stop is located on the south-eastern side of the cycle lane separation kerb,
 - bb. Approve that a bus stop be installed on the south-east side of Main South Rd commencing at a distance 559 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 44 m.
 - cc. Approve that the stopping of vehicles be prohibited on the south-east side of Main South Rd commencing at a distance 603 m south-west of its intersection with Curletts Rd, and extending in a south-westerly direction for a distance of 52 m. The restriction is to apply at all times. Note 1 applies.
 - dd. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd and the north-east side of Craven St commencing at a point 55 m north-east of the intersection of Main South Rd and Craven St and extending in a south-west then north-easterly direction to a point 29 m north-east of the intersection of Main South Rd and Craven St. The restriction is to apply at all times. Note 2 applies.
 - ee. Approve that the stopping of vehicles be prohibited on the north-west side of Main South Rd and the south-west side of Craven St commencing at a point 13 m north-west of the intersection of Main South Rd and Craven St and extending in a south-east then south-westerly direction to a point 13 m south-west of the intersection of Main South Rd and Craven St. The restriction is to apply at all times. Note 2 applies.
167. Existing Main South Rd / English St intersection- Traffic Controls
- a. Approve that all traffic controls at the intersection of Main South Rd and English St be revoked. Note 1 applies.
168. New Main South Rd / English St intersection- Traffic Controls

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Main South Rd and English St, as detailed in Attachment B.
 - b. Approve that a Give Way control be placed against English St at its intersection with the north-west side of Main South Rd, as detailed in Attachment B
169. Existing Main South Rd / Bowman Pl intersection- Traffic Controls
- a. Approve that all traffic controls at the intersection of Main South Rd and Bowman Pl be revoked. Note 1 applies.
170. New Main South Rd / Bowman Pl Intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Main South Rd and Bowman Pl, as detailed in Attachment B.
171. Existing Main South Rd / Colman Ave Intersection- Traffic Controls
- a. Approve that all traffic controls at the intersection of Main South Rd and Bowman Pl be revoked. Note 1 applies.
172. New Main South Rd / Colman Ave Intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Main South Rd and Bowman Pl, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Bowman Pl at its intersection with the north-west side of Main South Rd, as detailed in Attachment B
 - c. Approve that a special bidirectional vehicle lane be established on the south-west side of Colman Ave in the existing berm, commencing at a point 10 m north-west of its intersection with Main South Rd and extending in a north-westerly direction for a distance of 4 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.
173. Existing Craven St/Main South Rd intersection - Traffic Controls
- a. Approve that all traffic controls at the intersection of Main South Rd and Craven St be revoked.
174. New Craven St / Main South Rd intersection - Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Main South Rd and Craven St, as detailed in Attachment B.
 - b. Approve that a Give Way control be placed against Craven St at its intersection with the north-west side of Main South Rd.
175. Trees
- a. Approve that twelve trees be removed from the eastern side of Picton Ave, south of Elizabeth St, as detailed in Attachment B.
 - b. Approve that two trees be removed from the southern side of the eastern end of Elizabeth St, adjacent to 1 Elizabeth St, as detailed in Attachment B.
 - c. Approve that one tree be removed from the southern side of Elizabeth St, adjacent to 4/17 Elizabeth St, as detailed in Attachment B.

- d. Approve that one tree be removed from the northern side of Elizabeth St, adjacent to 1/28 Elizabeth St, as detailed in Attachment B.
 - e. Approve that one tree be removed from the southern side of Elizabeth St, adjacent to 25 Elizabeth St, as detailed in Attachment B
 - f. Approve that one tree be removed from the southern side of Elizabeth St, adjacent to 45 Matipo St, as detailed in Attachment B.
 - g. Approve that one tree be removed from the southern side of Suva St, adjacent to 50 Suva St, as detailed in Attachment B.
 - h. Approve that one tree be removed from the southern side of Suva St, adjacent to 36 Suva St, as detailed in Attachment B.
 - i. Approve that one tree be removed from the northern end of Ballantyne Ave, adjacent to 34 Ballantyne Ave, as detailed in Attachment B.
176. Approve pursuant to Part 4 clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set as identified in Attachment B and detailed below including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps:
- a. Revoke the existing permanent speed limit of 50 kilometres per hour on Ballantyne Ave commencing at its intersection with Suva St and extending in a north direction to its intersection with Main South Rd.
 - b. Approve that the permanent speed limit on Ballantyne Ave commencing at its intersection with Suva St and extending in a north direction to its intersection with Main South Rd be set at 30 kilometres per hour.
 - c. Revoke the existing permanent speed limit of 50 kilometres per hour Matipo St commencing at a point 165 m south of its intersection with Elizabeth St to a point 82 m north of its intersection with Elizabeth St. Note 2 applies.
 - d. Approve that the permanent speed limit on Matipo St commencing at a point 165 m south of its intersection with Elizabeth St to a point 82m north of its intersection with Elizabeth St be set at 40 kilometres per hour between the hours of 8:25am to 9am and 2:55pm to 3:15pm on school days only. Note 2 applies.
 - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Elizabeth St commencing at a point 66 m west of its intersection with Matipo St to a point 79 m east of its intersection with Matipo St. Note 2 applies.
 - f. Approve that the permanent speed limit on Elizabeth St commencing at a point 66 m west of its intersection with Matipo St to a point 79 m east of its intersection with Matipo St be set at 40 kilometres per hour between the hours of 8:25am to 9am and 2:55pm to 3:15pm on school days only. Note 2 applies.
 - g. Revoke the existing permanent speed limit of 50 kilometres per hour Rex St commencing at its intersection with Matipo St and extending in a west direction for a distance of 65 m.
 - h. Approve that the permanent speed limit on Rex St commencing at its intersection with Matipo St and extending in a west direction for a distance of 65 m be set at 40 kilometres per hour between the hours of 8:25am to 9am and 2:55pm to 3:15pm on school days only.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 On 22 July 2019 the scheme design for South Express Major Cycle Route project was approved for detailed design and construction by the Infrastructure, Transport and Environment Committee. It recommended that the detailed design traffic resolutions be brought back to ITE Committee at the end of detailed design prior to beginning of construction. This delegation now lies with the Urban Development and Transport Committee.
- 3.2 The resolution to the Infrastructure, Transport and Environment Committee meeting is recorded in ITEC/2019/00022 as per **Appendix A**.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 There are no alternative options considered for this report, as the option of not passing the resolutions would mean the changes could not be enforced after construction of the cycle route.
- 4.2 There are no fundamental changes between the approved scheme design and the layout as detailed in the 22 July 2019 report and the resolutions contained in this report for the road, footpath and cycle facilities.

5. Detail / Te Whakamahuki

- 5.1 The South Express Major Cycle Route scheme was approved on the 22 July 2019. The report presented at that meeting detailed the community views and preferences of the engagement process that took place in early 2019.
- 5.2 As the design has not changed, the community views and preferences remain the same and not further consultation is required.
- 5.3 The decision affects the following wards/Community Board areas:
 - 5.3.1 Halswell-Hornby-Riccarton Community Board

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 This project supports Council's Strategic Priority *Increasing active, public and shared transport opportunities* by providing a safe option for cyclists particularly those who would not normally feel comfortable biking among the main stream of traffic
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 6.2.1 Activity: Active Travel
 - Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city. - >=54%

Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 This option helps reduce vehicle emissions by encouraging more residents to cycle or walk for local trips and longer trips.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 Accessibility has been prioritised in the design for the route through the inclusion of tactile pavers and audible pedestrian crossings.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – The pre-tendered estimate for this section of the South Express is \$13 million. This is consistent with the original report.
- 7.2 Maintenance/Ongoing costs – consistent with original report.
- 7.3 Funding Source –
- CPMS 26610 MCR South Express Section 3 Curletts Rd to Old Blenheim Rd,
 - CPMS 47031 MCR South Express Section 2b Upper Riccarton RD/Pararoa Reserve Entrance to Upper Riccarton Library.

Other / He mea anō

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 The statutory power used to undertake proposals as contained in this report is under the Local Government Act 2002.
- 8.2 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 8.4 The decisions within this report falls within the Committee's Terms of Reference.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.1 There is no legal context, issue or implication relevant to this decision.
- 8.2 This report has not been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 If these resolutions are not approved the legalities relating to the uses of the road space including parking and cycle lanes will not be able to be enforced.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	ITE Committee Meeting Minutes 22/07/2019	139
B ↓	South Express Section 2b and 3 - Traffic Resolution Plans	143

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Authors	Donal Hanrahan - Project Manager Sharon O'Neill - Team Leader Project Management Transport
Approved By	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport David Adamson - General Manager City Services



Infrastructure, Transport and Environment Committee OPEN MINUTES

Date: Monday 22 July 2019
Time: 9.06am
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 Tim Scandrett
	Councillor Sara Templeton

17 July 2019

Principal Advisor

David Adamson
General Manager City Services
Tel: 941 8235

Aidan Kimberley
Committee and Hearings Advisor
941 6566
aidan.kimberley@ccc.govt.nz
www.ccc.govt.nz

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Infrastructure, Transport and Environment Committee
22 July 2019



-
- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

The agenda was dealt with in the following order.

1. Apologies

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/2019/00021

That the open and public excluded minutes of the Infrastructure, Transport and Environment Committee meeting held on Wednesday, 10 July 2019 be confirmed.

Councillor Cotter/Councillor Clearwater

Carried

4. Public Forum

Part B

There were no public forum presentations heard at this meeting.

5. Presentation of Community Board Feedback

Part B

Mr Mike Mora, Chairperson of the Halswell-Hornby-Riccarton Community Board, indicated he would present the Community Board's feedback after the public submissions.

Infrastructure, Transport and Environment Committee
22 July 2019

6. Hearing of Verbal Submissions

Verbal submissions on the South Express Major Cycle Route were heard in the following order:

1. Tiger Lu
2. Henk Buunk
3. Warren and Wendy Hill
4. Jenny Whiteside
5. Howard Dawson
6. Diane White
7. Wendy Marshall
8. Ross Houliston
9. Ross Houliston and Mark Peters on behalf of the Greater Hornby Residents' Association
10. Gwyneth Carlaw

The meeting adjourned at 10.25am and reconvened at 11.00am.

11. Filip Chernishoff
12. Kay Flanagan
13. Phil Stedman, Alan Aitken and Mark Wells on behalf of the Riccarton Community Church
14. Rose Grieve on behalf of Warren Grieve
15. Kurt Hewson
16. Kurt Hewson on behalf of Ron Greaves
17. Robert Fleming on behalf of Spokes Canterbury
18. Heather Casperson on behalf of St Peter's Anglican Church
19. Peter Simonds
20. Jolene Eager on behalf of the Templeton Residents' Association
21. Peter Kelly

Following the public submissions, Mr Mike Mora, Chairperson of the Halswell-Hornby-Riccarton Community Board, joined the table to present the Community Board's feedback.

The meeting adjourned at 12.26pm and reconvened at 1.34pm.

7. South Express Major Cycle Route

Committee Comment

The Committee discussed the Middlepark Road section of the route, where two options were presented in the agenda. One option was for the route to continue on Middlepark Road to the Epsom Road intersection, and the other for the route to go along Taggart Place and through the Reserve. The Committee decided to approve the Taggart Place option. The Committee also requested staff to work with the Community Board regarding a planting project in the reserve, which was raised by a submitter.

The Committee also noted the submission received regarding the proposed P120 parking restrictions on Lyndon Street and decided not to approve these.

Infrastructure, Transport and Environment Committee
22 July 2019

Committee Resolved ITEC/2019/00022

Part C

That the Infrastructure, Transport and Environment Committee:

1. Approves the South Express MCR scheme for detailed design and construction as shown in Attachment A, South Express MCR Drawings 1-56 inclusive, subject to resolutions 5. and 6. set out below.
2. Approves removal of the identified trees to allow implementation of the proposed scheme, as detailed in Attachment A.
3. Approves the purchase of land parcels required to complete the cycleway, as detailed in attachment A.
4. Recommends that the detailed traffic resolutions required for the implementation of the route are brought back to the ITE committee for approval at the end of the detailed design phase prior to the beginning of construction.
5. Resolves that the route uses the alternative option through Taggart Place as set out in Plan SK130b and requests staff to work with the Community Board around future plans for a planting project in the reserve.
6. Does not approve the P120 parking restrictions on Lyndon Street.

Councillor Clearwater/Councillor Templeton

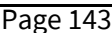
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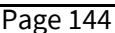
Councillor Keown requested that his vote against the above decision be recorded.

Meeting concluded at 2.35pm.

CONFIRMED THIS 7TH DAY OF AUGUST 2019

**COUNCILLOR PAULINE COTTER
CHAIRPERSON**





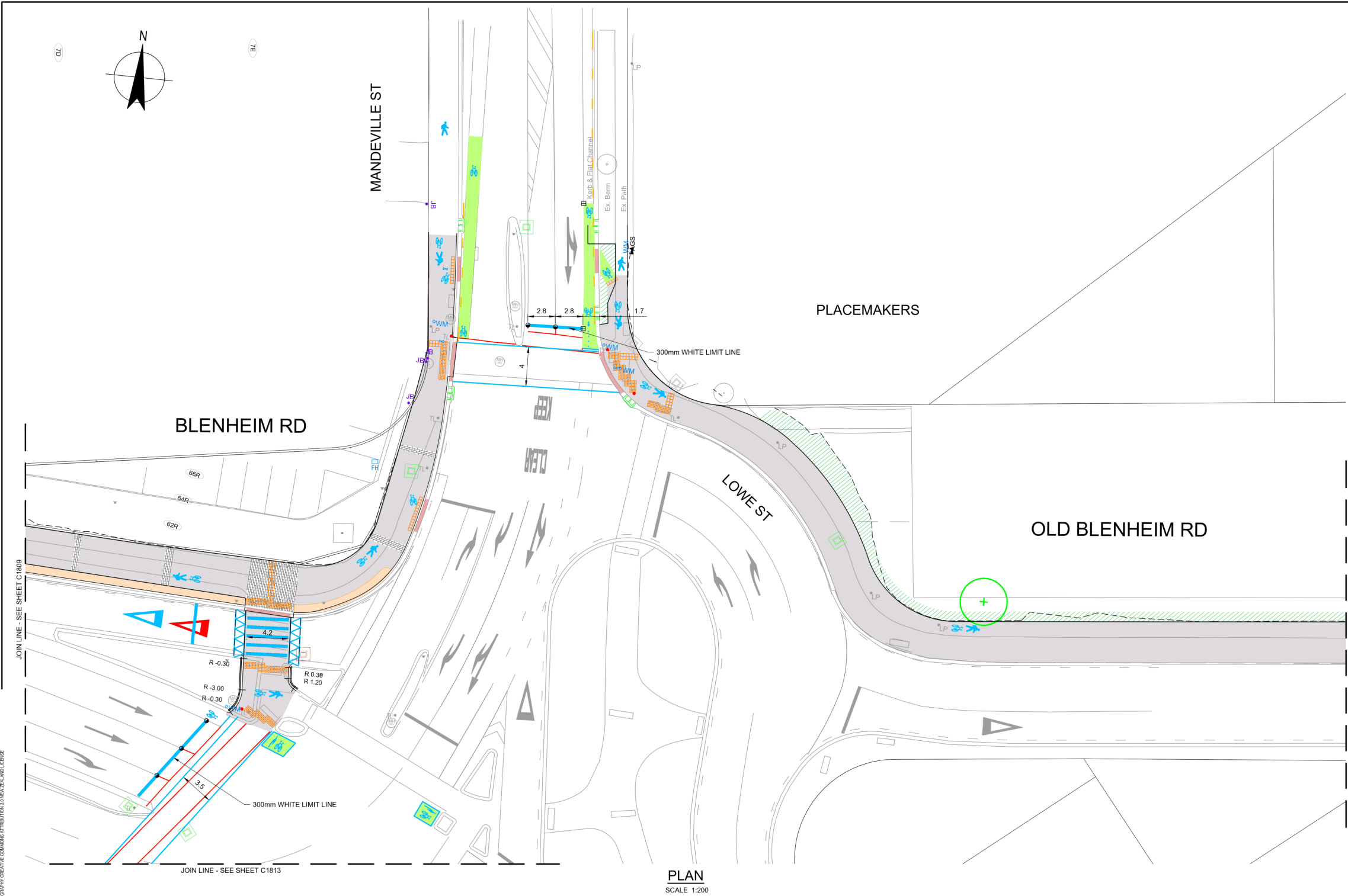
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PRELIMINARY
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A	85% DESIGN	DA	13 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

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CPG PROJECT FILE NUMBER	SHEET	
CP502846	R83 ~ 104	



Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: COG 7th July 2019 BENCH MK: BM 0280 RL: 42.19m SURVEY: F1008A, F1002 SURVEY LB: 1800 A1803 DRAWN: N. Mackie FILE LOCATION: 0900 South Express/CAD 3385027-400-C1801 To C1816.dwg PRINTED ON: 24/04/2020 1:47 pm Glen Frowein	DESIGNED: B. Dodgshun DES REVIEW: O. Brown DRAWN: N. Mackie FILE CHECK: B. Tinsley FILE LOCATION: 0900 South Express/CAD 3385027-400-C1801 To C1816.dwg PRINTED ON: 24/04/2020 1:47 pm Glen Frowein	APPROVED FOR TENDER DATE SIGNED FOR CONSTRUCTION DATE SIGNED	CONSULTANT PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C1810	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK This Drawing must not be used for Construction unless signed as Approved	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 10	CONTRACT NUMBER - CAD DRAWING FILE REF: RD366301 CPG PROJECT FILE NUMBER CP502846	ORIGINAL SHEET SIZE A1 DO NOT SCALE R83 ~ 104	SCALES 1:200
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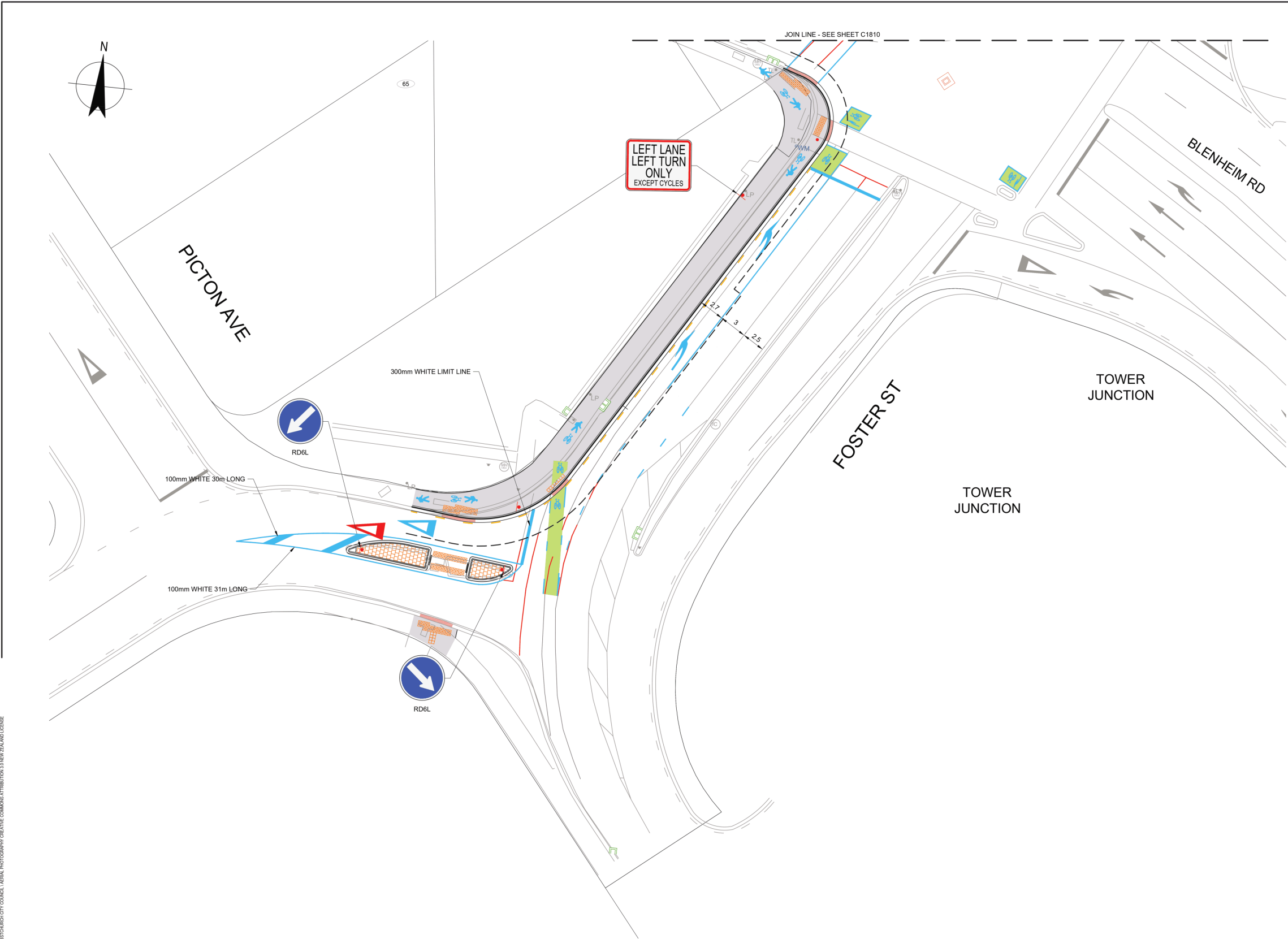
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Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: COO 7th July 2019	BENCH MK: BM 0280	DESIGNED: B. Dodgshun	SIGNED: O. Brown	DATE:	APPROVED		CONSULTANT	PELOTON Beca GHD Stantec		PROJECT TITLE	MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK		DRAWING TITLE	SIGNAGE AND LINEMARKING PLAN SHEET 13		CONTRACT NUMBER	RD366301	ORIGINAL SHEET SIZE	A1	SCALE	1:200
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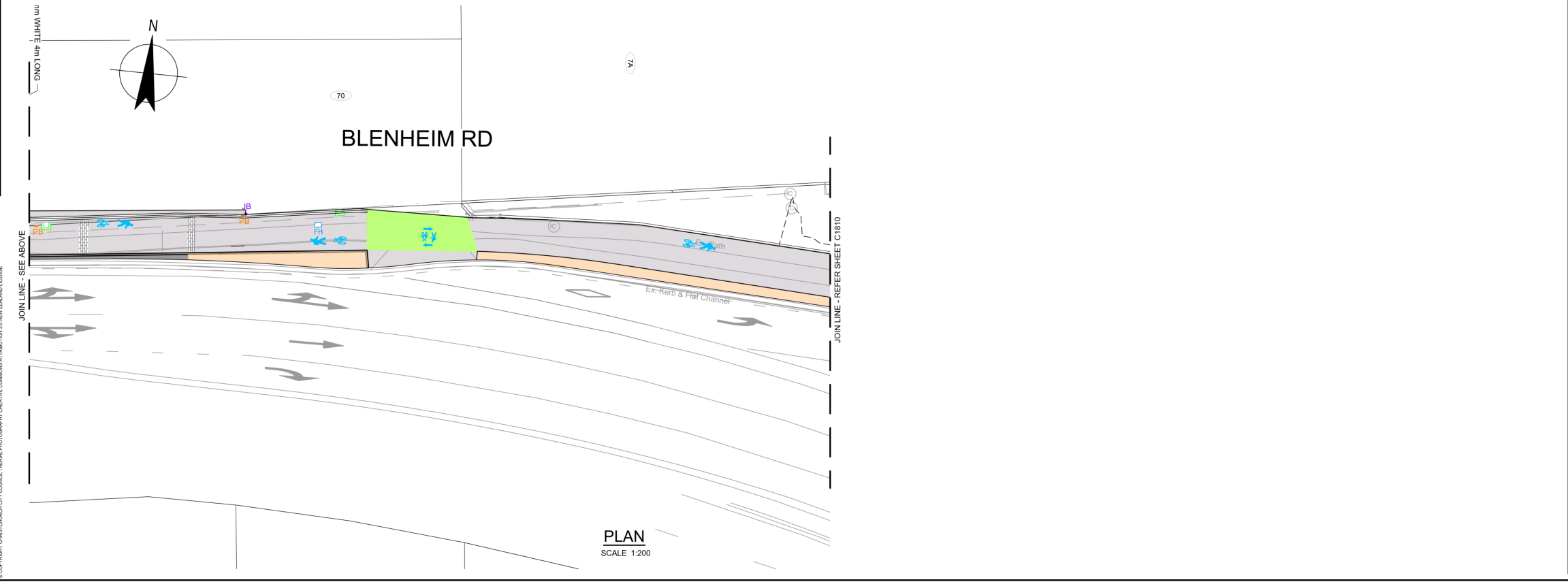
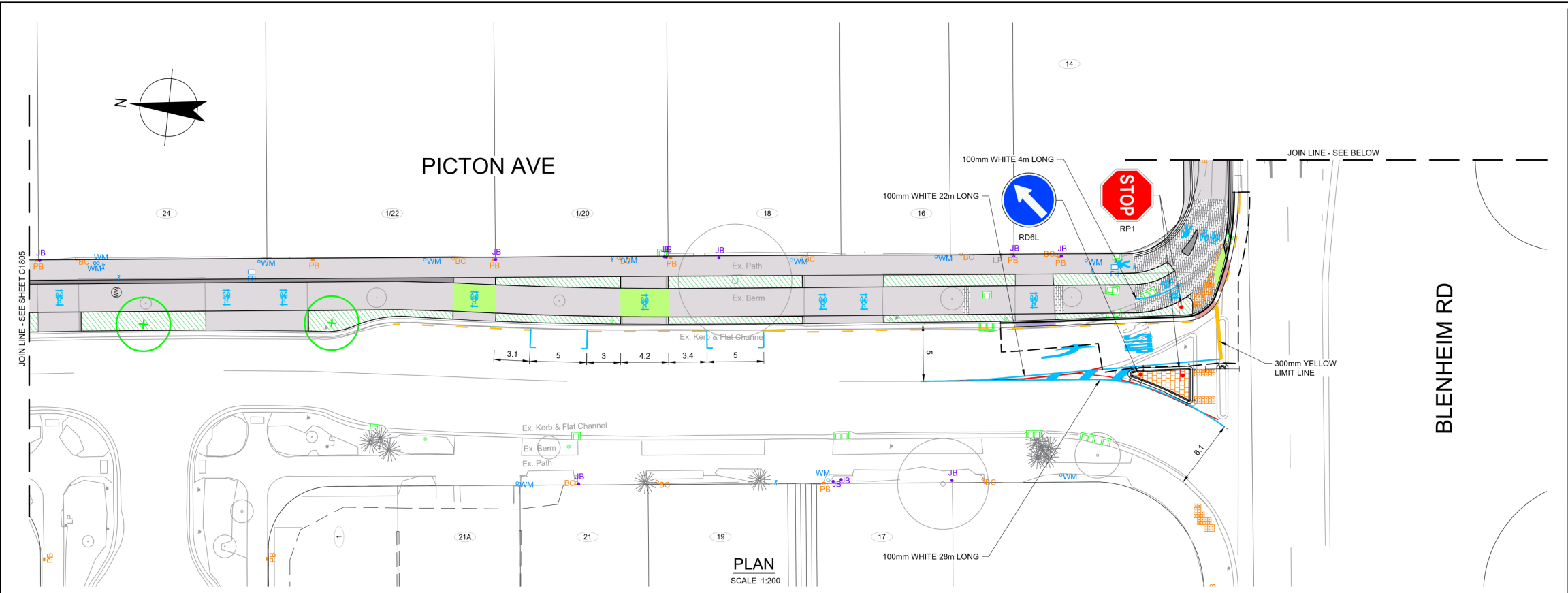
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Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: BM 0280 BENCH MK: 42 189m SURVEY: F1088A, F11027 SURVEY LB: 1800 A1803 DRAWN: N. Mackie DRAWN CHECK: B. Tindick FILE LOCATION: 0900 South Express/CAD DRAWN REF: 3385027-400-C1801 To C1816.dwg SAP WBS: PRINTED ON: 24/04/2020 1:47 pm Glen Frowein	DESIGNED: B. Dodgshun DES. REVIEW: O. Brown NAME: N. Mackie SIGNED: DATE: FOR TENDER: FOR CONSTRUCTION: DATE: SIGNED:	APPROVED: DATE: SIGNED:	CONSULTANT: PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C1809	PROJECT TITLE: MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK This Drawing must not be used for Construction unless signed as Approved	DRAWING TITLE: SIGNAGE AND LINEMARKING PLAN SHEET 9	CONTRACT NUMBER: CP502846 ORIGINAL SHEET SIZE: A1 SCALE: 1:200 DO NOT SCALE SHEET: R82 ~ 104
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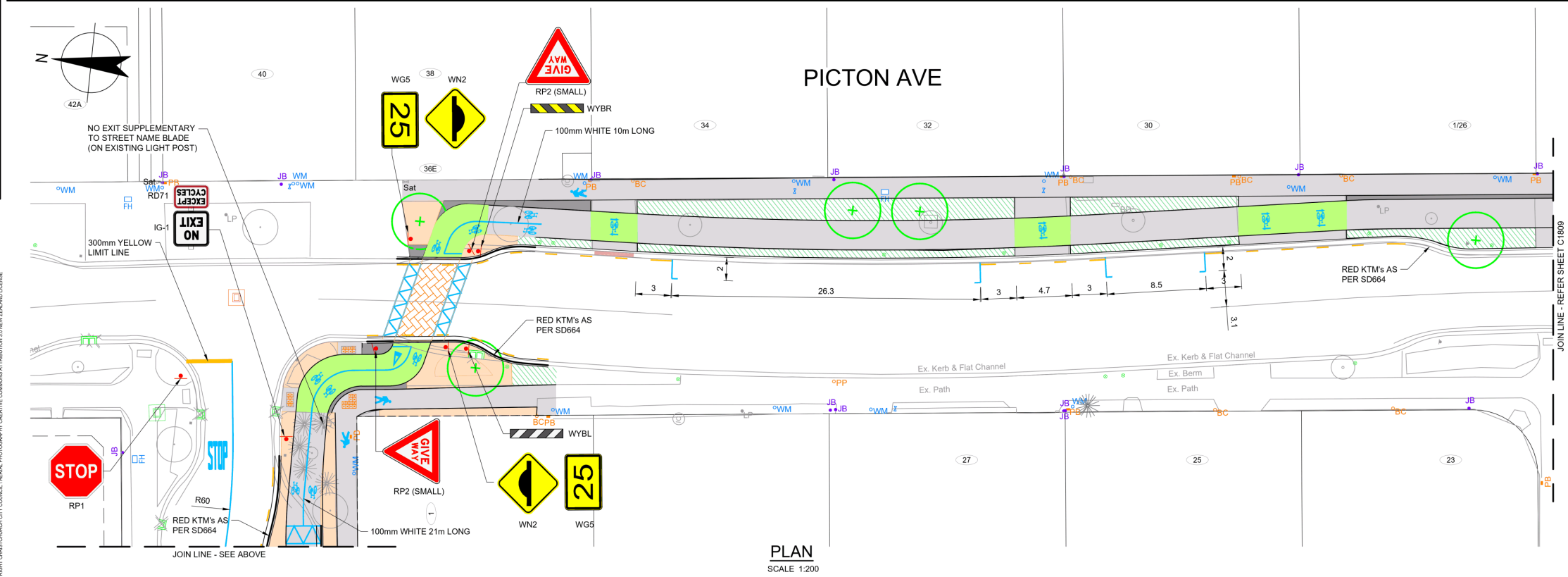
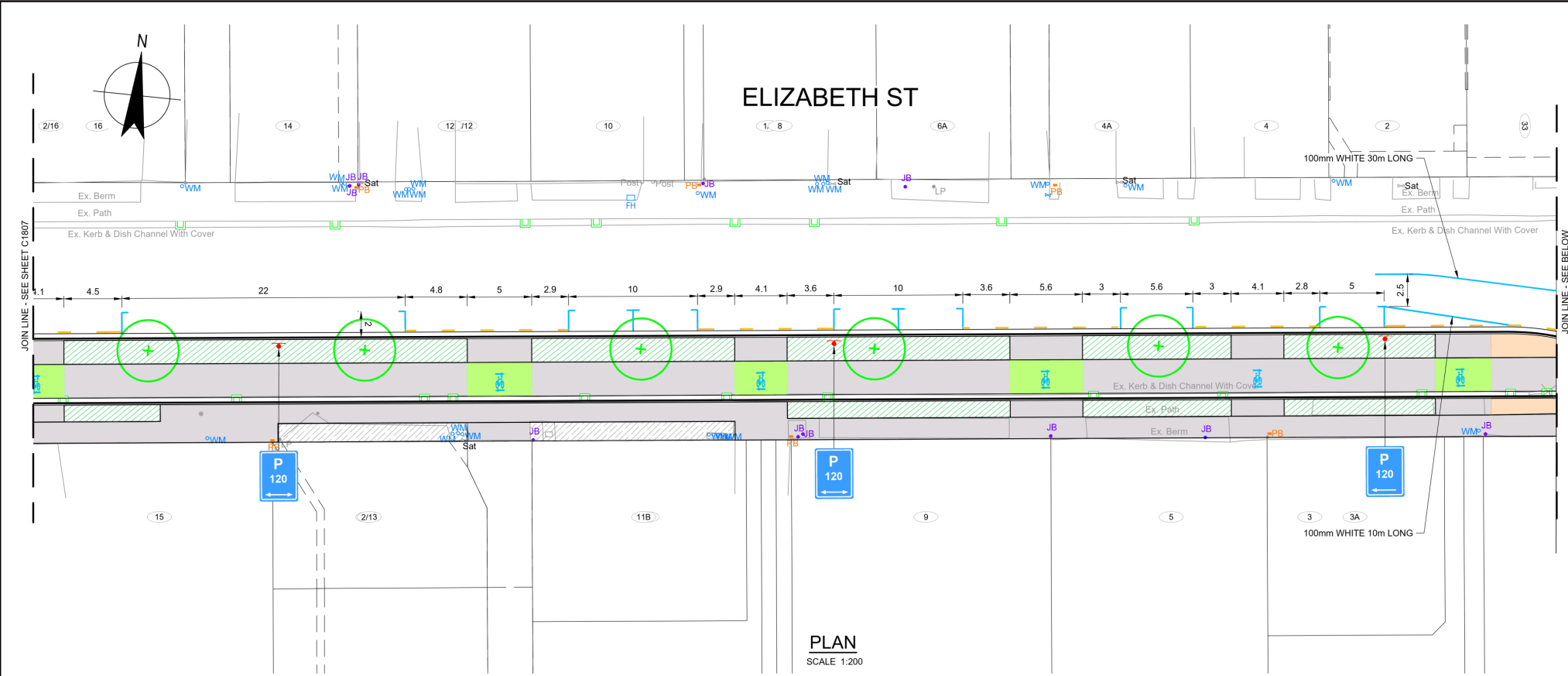
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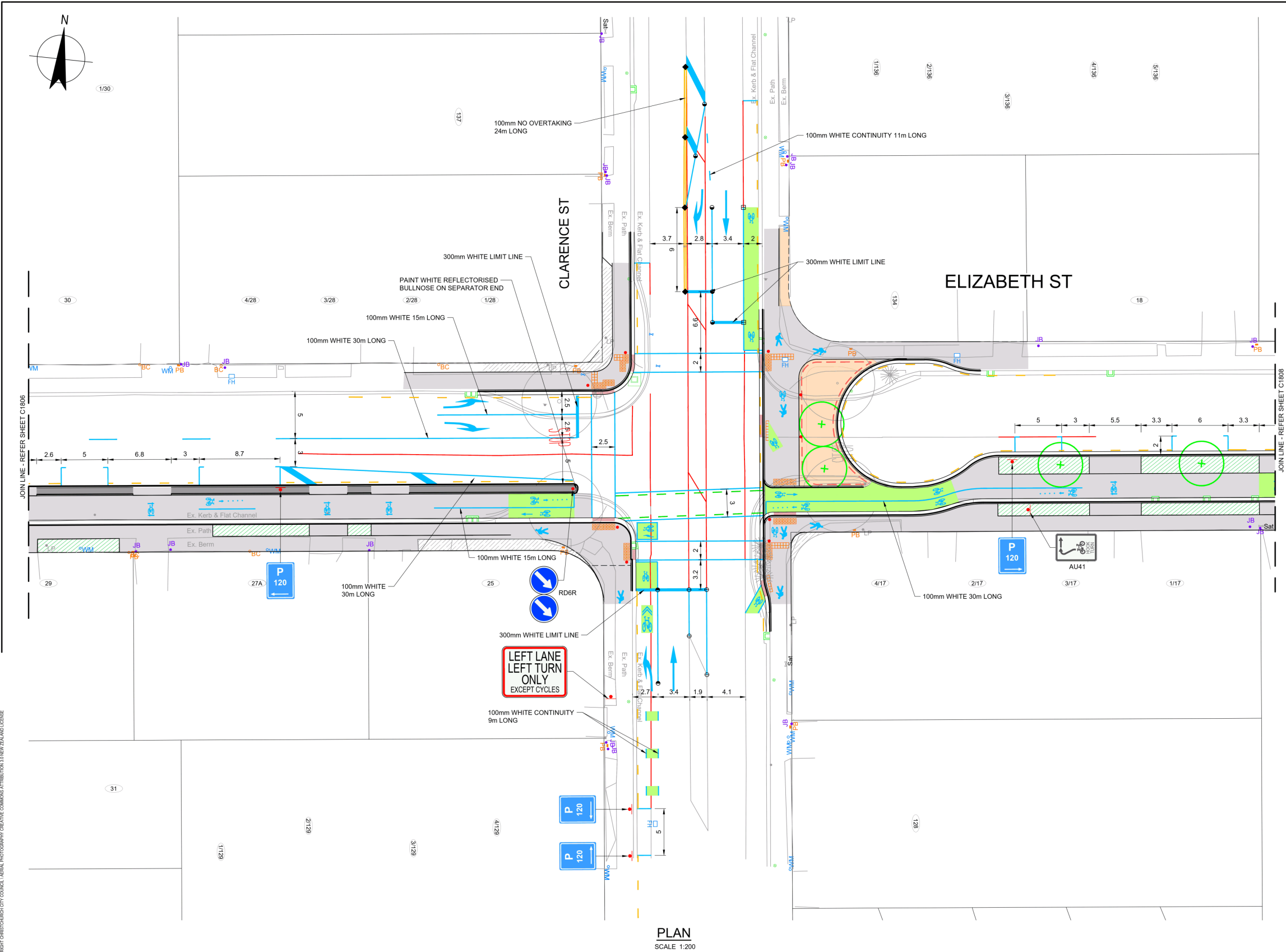
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CAD DRAWING FILE REF: RD366301	DO NOT SCALE	
CPG PROJECT FILE NUMBER: CP502846	R80 = 104	



Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: CSD Trial July 2019 BENCH MK: BM 02860 RL: 42.18m SURVEY: F1088A, F10827 SURVEY LB: 1800 A1803 DRAWN: N. Mackie DRAW CHECK: B. Timbick FILE LOCATION: 0900 South Express/CAD FILE NAME: 3385027-400-C1801 To C1816.dwg PRINTED ON: 24/04/2020 1:48 pm Glen Frowein	DESIGNED: B. Doggshun DES REVIEW: O. Brown NAME: N. Mackie SIGNED: [Signature] DATE: [Date] APPROVED: [Signature] DATE: [Date] FOR CONSTRUCTION: [Signature] DATE: [Date]	CONSULTANT: PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C1807	PROJECT TITLE: MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK This Drawing must not be used for Construction unless signed as Approved	DRAWING TITLE: SIGNAGE AND LINEMARKING PLAN SHEET 7	CONTRACT NUMBER: CP502846 ORIGINAL SHEET SIZE: A1 SCALES: 1:200 DO NOT SCALE R80 = 104
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Note: * indicates signatures on original issue of drawing or last revision of drawing

NOTES:

1. FOR FULL LEGEND AND NOTES REFER TO DRAWING C1003.
2. ALL NEW SIGNS ARE TO BE INSTALLED ON NEW SOCKET FOUNDATIONS AND POSTS UNLESS OTHERWISE SPECIFIED.
3. ALL NEW AND RELOCATED SIGNS TO HAVE 400mm CLEARANCE FROM EDGE OF SIGN TO FACE OF KERB.
4. ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
5. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
6. KTM's TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
7. ALL NEW LINES MARKING TO TIE INTO EXISTING.
8. APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY

ROAD MARKINGS:

- PROPOSED
- EXISTING TO BE REMOVED
- EXISTING TO REMAIN
- CYCLE SYMBOL TO SD661
- PEDESTRIAN LOGO TO SD661
- GREEN SURFACE
- NO STOPPING (NOTE: TO BE REFLECTORISED)
- NO OVERTAKING
- 100mm WHITE LINE
- 300mm LIMIT LINE
- STOP LIMIT LINE
- CONTINUITY LINE. 1m STRIPE. 3m GAP
- DRIVEWAY CONTINUITY LINE. 1m STRIPE. 2m GAP
- LANE LINE. 3m STRIPE. 7m GAP
- 100mm GREEN CYCLE CROSSING LINES. 1m STRIPE. 1m GAP
- PARKING TICKS
- GIVE WAY TRIANGLE
- CYCLEWAY ARROW TO SD663
- CYCLEWAY GIVE WAY TO SD663
- ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
- CYCLEWAY SHARROW TO MCR-SD006C

RRPMs:

- WHITE MONO
- RED MONO
- WHITE BI DIRECTIONAL
- WHITE/YELLOW BI DIRECTIONAL
- YELLOW BI DIRECTIONAL

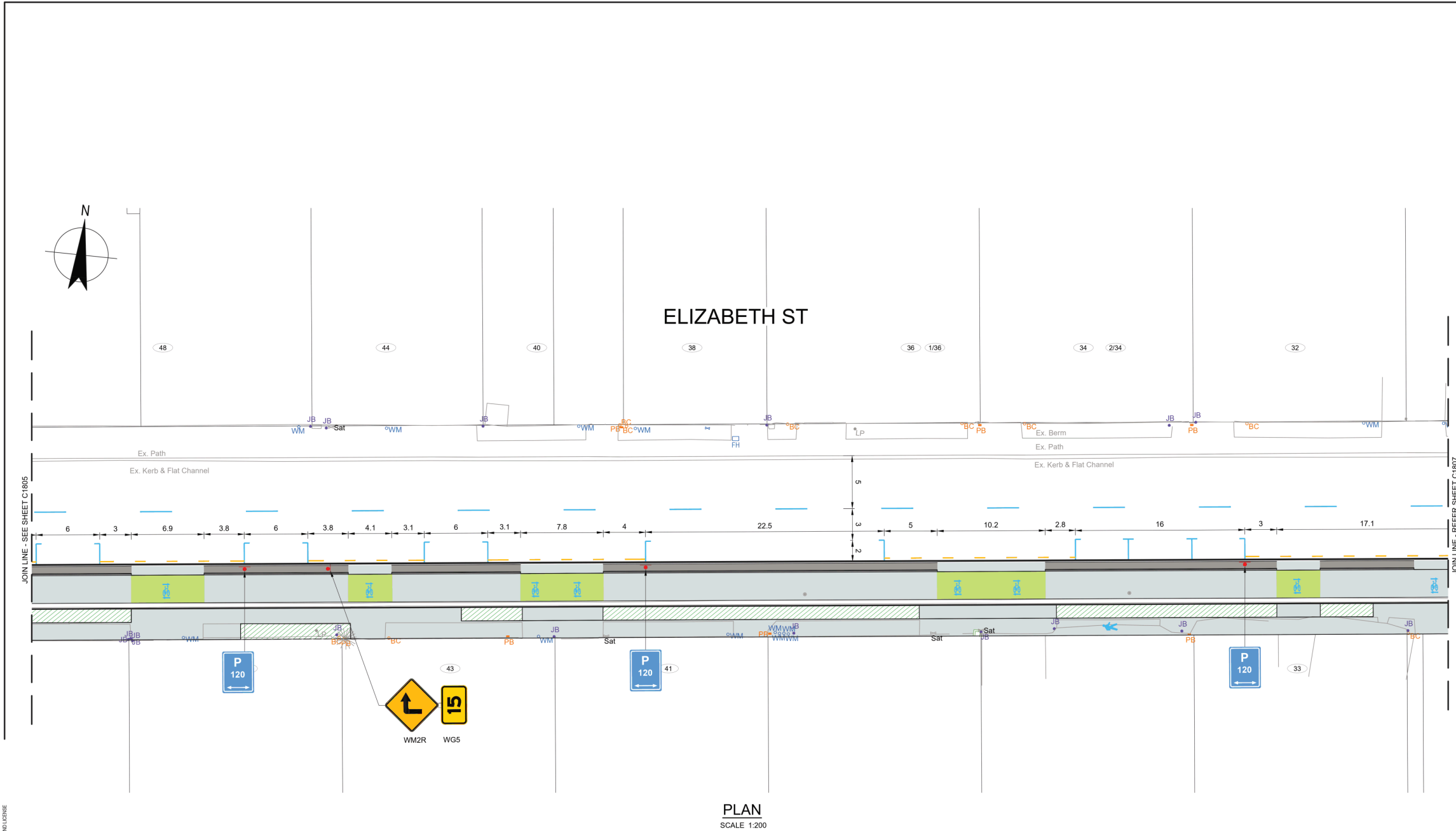
SIGNS \ SIGNALS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST
- TRAFFIC SIGNAL POLE

PRELIMINARY
NOT FOR CONSTRUCTION

B	100% DESIGN	MS	24 04 2020
A	85% DESIGN	DA	13 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
-	A1	1:200
CAD DRAWING FILE REF: RD366301		DO NOT SCALE
CPG PROJECT FILE NUMBER		SHEET
CP502846		R79 ~ 104



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Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM BENCH MK RL SURVEY SURVEY LB DRAIN REF SAP WBS	COO Final July 2019 BM 02860 42 189m F1080A, F1082 1800 A1803 M Pleasant 200	DESIGNED DES REVIEW DRAWN DRAW CHECK FILE LOCATION	B. Drogathun O. Brown N. Mackie B. Timbick 0900 South Express CAD	SIGNED DATE	DATE	APPROVED FOR TENDER DATE SIGNED FOR CONSTRUCTION DATE SIGNED	CONSULTANT PELOTON Beca GHD Stantec	CONSULTANT PROJECT REF 3385027 / 0600	CONSULTANT FILE REF C1806	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 6	CONTRACT NUMBER - CAD DRAWING FILE REF RD366301 CPG PROJECT FILE NUMBER CP502846	ORIGINAL SHEET SIZE A1 DO NOT SCALE SHEET	SCALES 1:200 R79 ~ 104
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Note: * Indicates signatures on original issue of drawing or last revision of drawing

NOTES:

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5. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
6. KTM's TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
7. ALL NEW LINES MARKING TO TIE INTO EXISTING.
8. APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

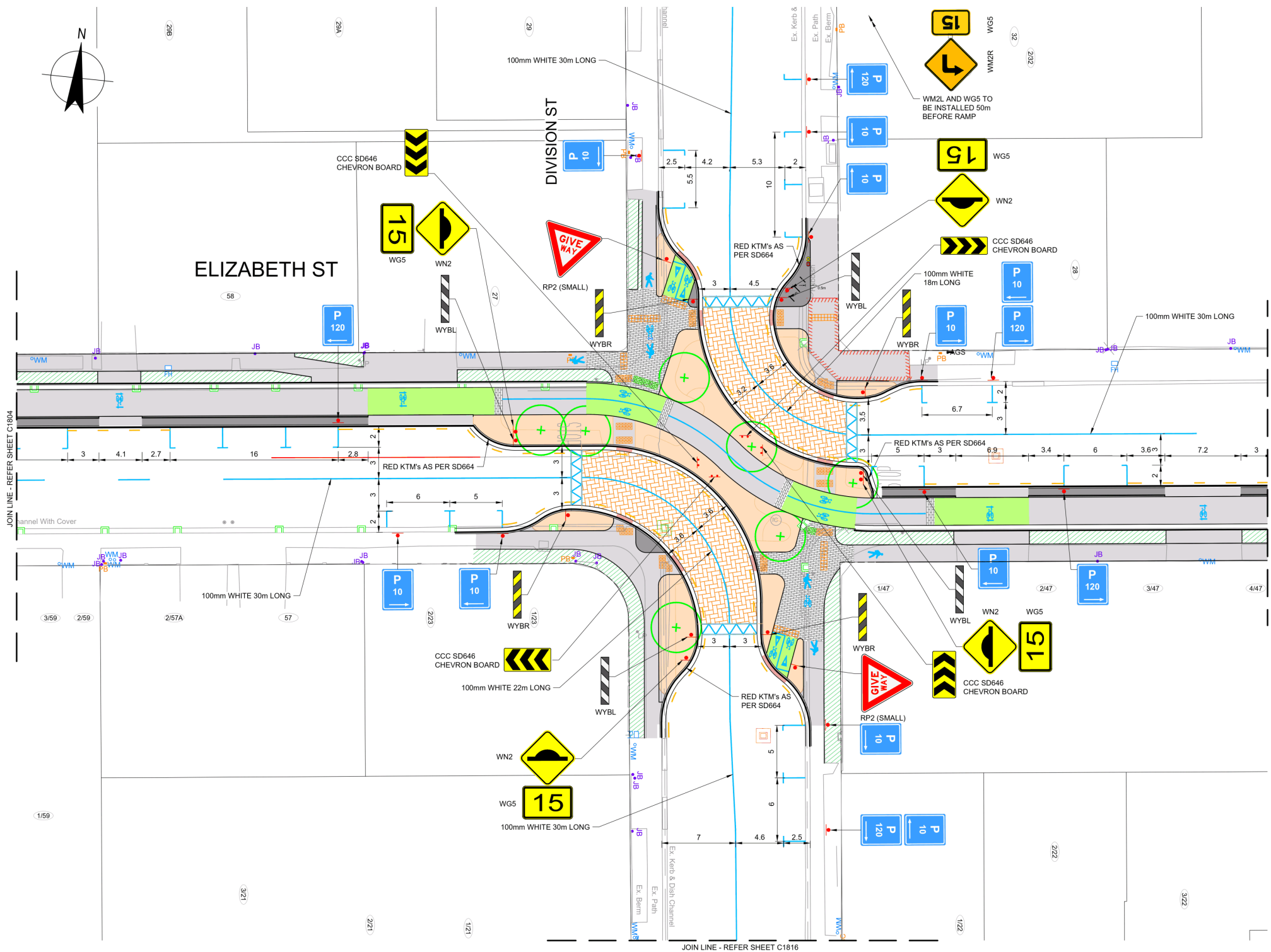
ROADMARKING KEY

- ROAD MARKINGS:**
- PROPOSED
 - EXISTING TO BE REMOVED
 - EXISTING TO REMAIN
 - CYCLE SYMBOL TO SD661
 - PEDESTRIAN LOGO TO SD661
 - GREEN SURFACE
 - NO STOPPING (NOTE: TO BE REFLECTORISED)
 - NO OVERTAKING
 - 100mm WHITE LINE
 - 300mm LIMIT LINE
 - STOP LIMIT LINE
 - CONTINUITY LINE. 1m STRIPE, 3m GAP
 - DRIVEWAY CONTINUITY LINE. 1m STRIPE, 2m GAP
 - LANE LINE. 3m STRIPE, 7m GAP
 - 100mm GREEN CYCLE CROSSING LINES. 1m STRIPE, 1m GAP
 - PARKING TICKS
 - GIVE WAY TRIANGLE
 - CYCLEWAY ARROW TO SD663
 - CYCLEWAY GIVE WAY TO SD663
 - ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
 - TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
 - TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
 - CYCLEWAY SHARROW TO MCR-SD006C
- RRPMs:**
- WHITE MONO
 - RED MONO
 - WHITE BI DIRECTIONAL
 - WHITE/YELLOW BI DIRECTIONAL
 - YELLOW BI DIRECTIONAL
- SIGNS \ SIGNALS**
- CANTILEVER STYLE SIGN/POST
 - STANDARD SIGN/POST
 - TRAFFIC SIGNAL POLE

PRELIMINARY
NOT FOR CONSTRUCTION

B	100% DESIGN	MS	24.04.2020
A	85% DESIGN	DA	13.03.2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALE
-	A1	1:200
CAD DRAWING FILE REF: RD366301	DO NOT SCALE	
CPG PROJECT FILE NUMBER: CP502846	R78 ~ 104	



PLAN
SCALE 1:200

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Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: CGD Final July 2019	BENCH MK: BM 0380	DESIGNED: B. Drogshun	SIGNED: O. Brown	DATE:	APPROVED FOR TENDER DATE: SIGNED:	CONSULTANT PELOTON Beca GHD Stantec	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 5	CONTRACT NUMBER - CAD DRAWING FILE REF: RD366301 CPG PROJECT FILE NUMBER: CP502846	ORIGINAL SHEET SIZE A1 DO NOT SCALE	SCALE 1:200 R78 ~ 104
Note: * indicates signatures on original issue of drawing or last revision of drawing		SURVEY: F1080A, F1080T	DRAWN: N. Mackie	DRW CHECK: B. Tindick	FILE LOCATION: 0900 South Express/CAD	FILE NAME: 3385027-400-C1801 To C1816.dwg							

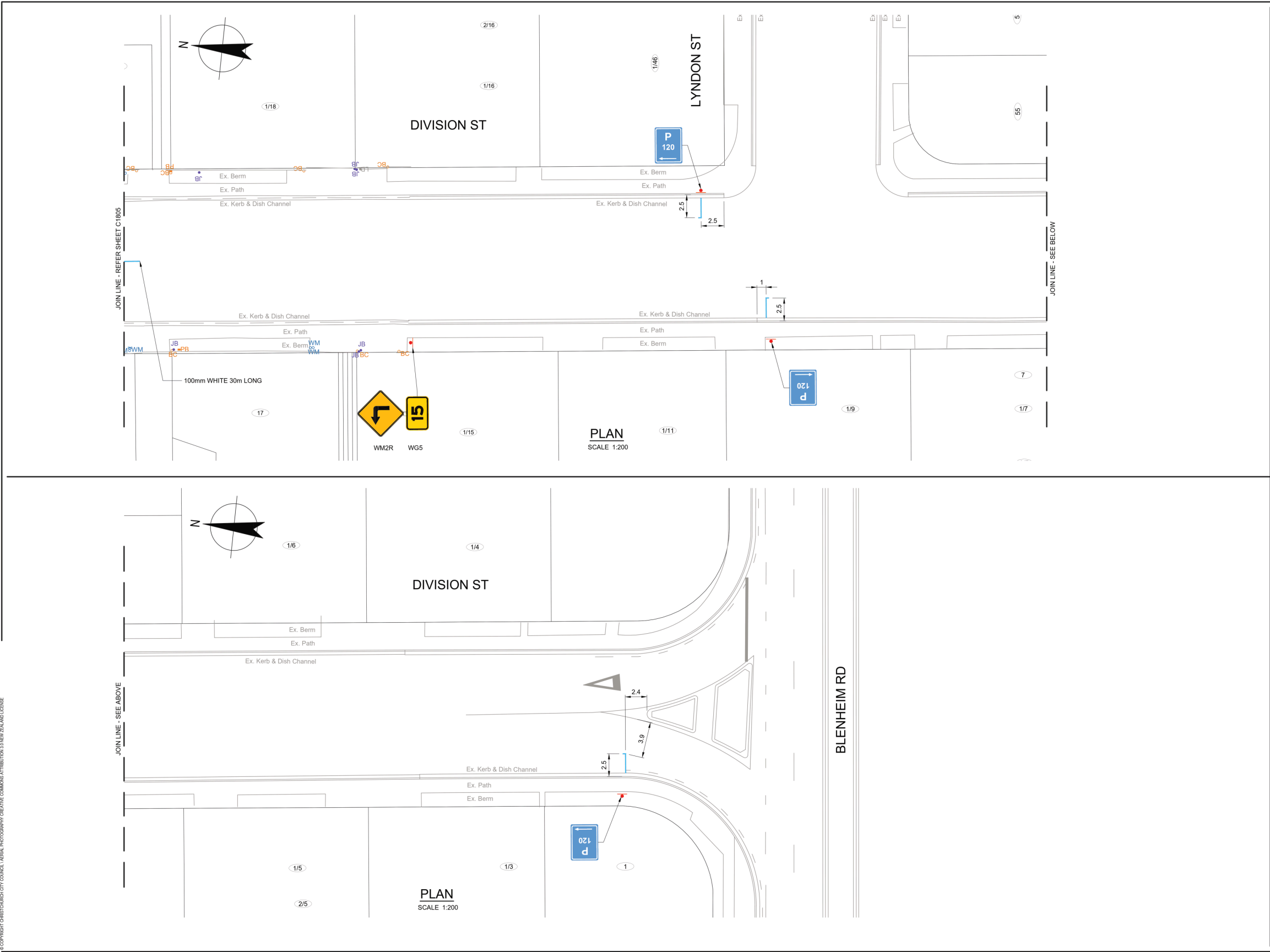
- NOTES:
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 - APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE, 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE, 1m STRIPE, 2m GAP
	LANE LINE, 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS \ SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

PRELIMINARY
NOT FOR CONSTRUCTION

B	100% DESIGN	MS	24 04 2020
A	85% DESIGN	DA	13 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
-	A1	1:200
CAD DRAWING FILE REF: RD366301	DO NOT SCALE	
CPG PROJECT FILE NUMBER: CP502846	R89 = 104	



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Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: BM 02860 BENCH MK: 42 189m SURVEY: F1088A, F10827 SURVEY LB: 1800 A1803 DRAWN: N. Mackie FILE LOCATION: 0900 South Express/CAD FILE REF: 3385027-400-C1801 To C1816.dwg SAP WBS: PRINTED ON: 24/04/2020 1:49 pm Glen Frowein	DESIGNED: B. Dogguthun DES REVIEW: O. Brown DRAWN: N. Mackie DRAW CHECK: B. Timlick NAME: 0900 South Express/CAD SIGNED: DATE: 3385027-400-C1801 To C1816.dwg Glen Frowein	APPROVED FOR TENDER DATE: SIGNED: FOR CONSTRUCTION DATE: SIGNED:	CONSULTANT PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C1816	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK This Drawing must not be used for Construction unless signed as Approved	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 16	CONTRACT NUMBER: - ORIGINAL SHEET SIZE: A1 SCALES: 1:200 DO NOT SCALE R89 = 104
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Note: * Indicates signatures on original issue of drawing or last revision of drawing

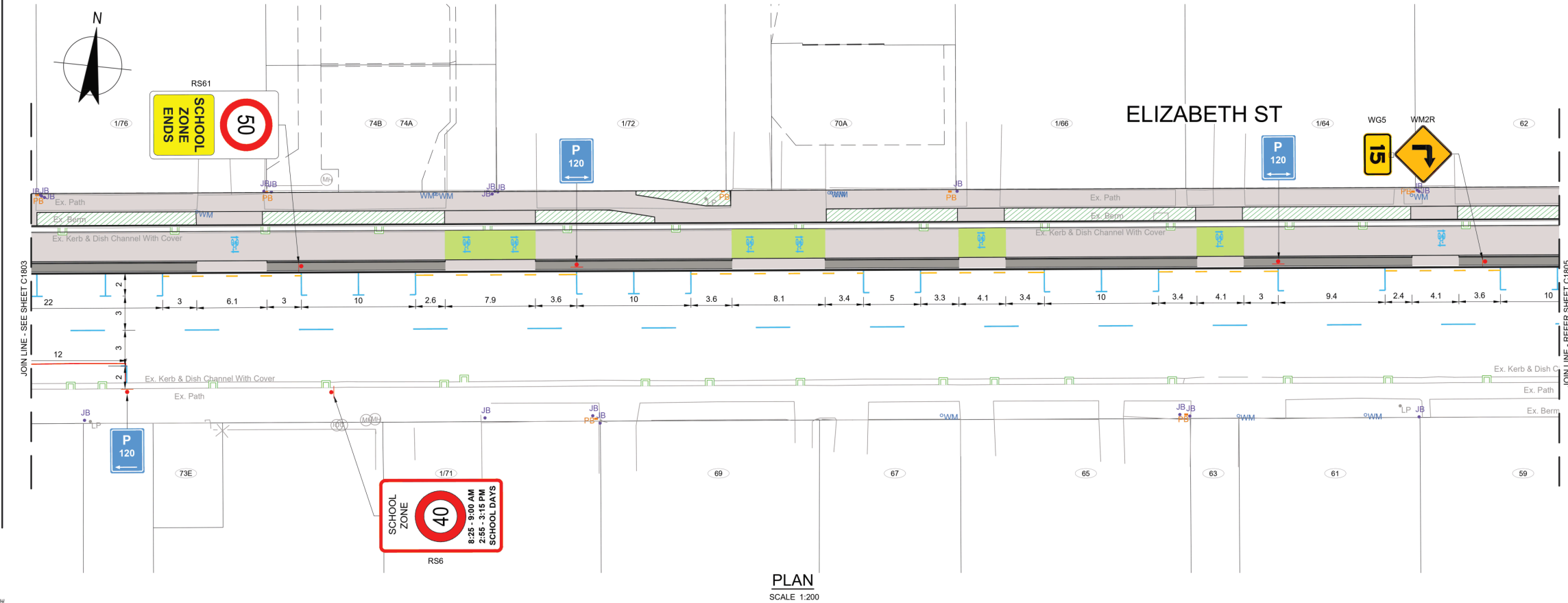
- NOTES:
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ROADMARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE. 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE. 1m STRIPE, 2m GAP
	LANE LINE. 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES. 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMS:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS \ SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

PRELIMINARY
NOT FOR CONSTRUCTION

B	100% DESIGN	MS	24 04 2020
A	85% DESIGN	DA	13 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
-	A1	1:200
CAD DRAWING FILE REF: RD366301	DO NOT SCALE	
CPG PROJECT FILE NUMBER: CP502846	R77 = 104	



PLAN
SCALE 1:200

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<div>Christchurch City Council</div> <div>TECHNICAL SERVICES & DESIGN</div>	DATUM	CGD Final July 2019	NAME		SIGNED		DATE		APPROVED	CONSULTANT	<div><div>PELOTON</div><div><div>Beca</div><div>GHD</div><div>Stantec</div></div></div>	PROJECT TITLE	<div>MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK</div> <div>This Drawing must not be used for Construction unless signed as Approved</div>			DRAWING TITLE	<div>SIGNAGE AND LINEMARKING PLAN SHEET 4</div>			CONTRACT NUMBER	-	ORIGINAL SHEET SIZE	A1	SCALES	1:200
	BENCH MK	BM 0380	DESIGNED	B. Dogdshun	DES. REVIEW	O. Brown	DATE		FOR TENDER	DATE		SIGNED				CAD DRAWING FILE REF				RD366301	DO NOT SCALE				
	SURVEY	F1000A, F1002	DRAWN	N. Mackie	DATE		FOR CONSTRUCTION	DATE	SIGNED	CPG PROJECT FILE NUMBER		CP502846				SHEET				R77 = 104					
	SURVEY LB	1000 & 1003	DRAW CHECK	N. Mackie	FILE LOCATION	0900 South Express CAD	CONSULTANT PROJECT REF	3385027 / 0600	CONSULTANT FILE REF	C1804															
	DRAIN. REF	MR Pleasant 2003	PRINTED ON	24/04/2020 1:45 pm	Glen Frowein																				
Note: * indicates signatures on original issue of drawing or last revision of drawing																									

NOTES:

- FOR FULL LEGEND AND NOTES REFER TO DRAWING C1003.
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- ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
- KTM's TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
- ALL NEW LINES MARKING TO TIE INTO EXISTING.
- APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

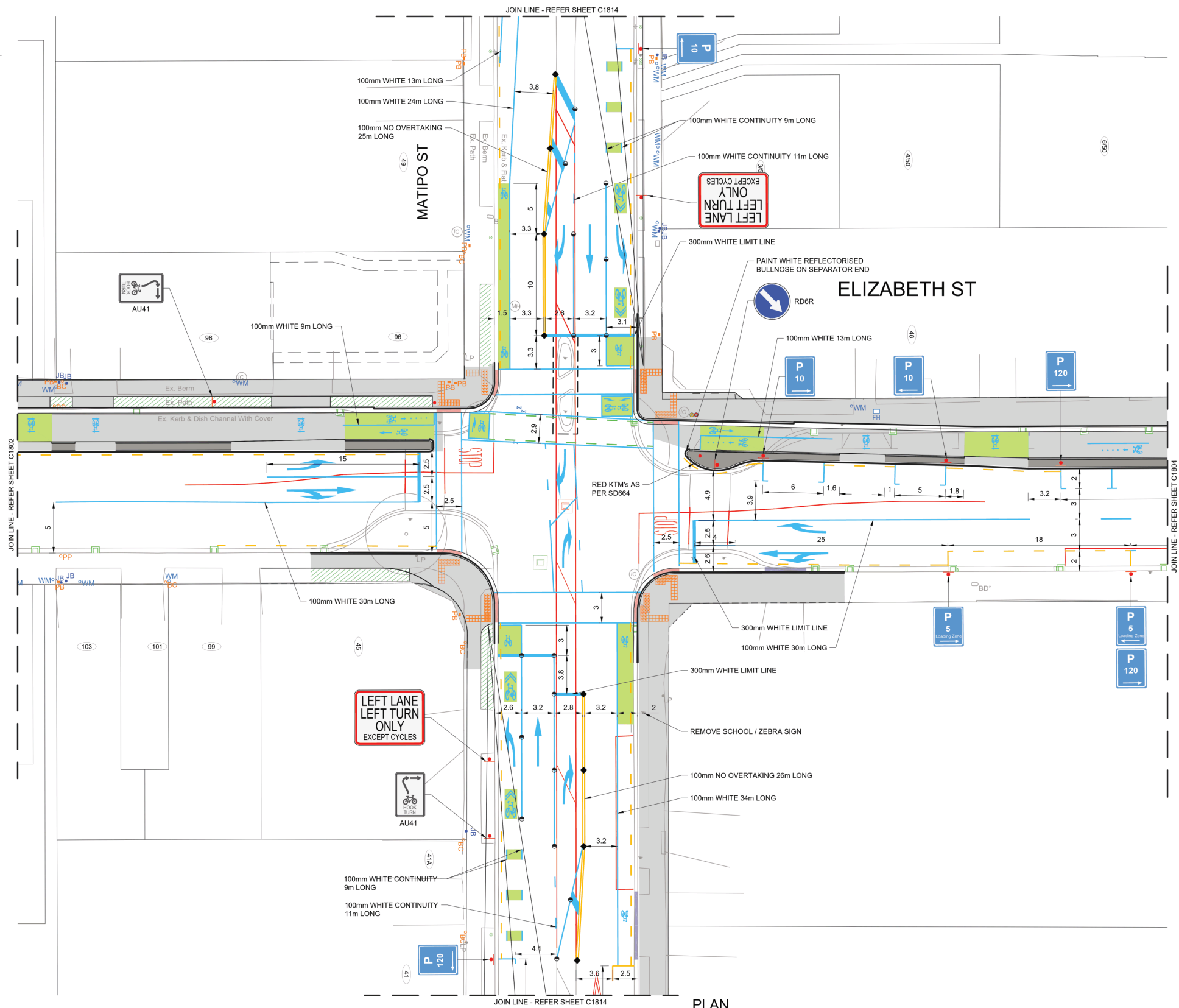
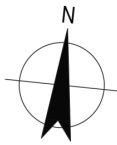
ROADMARKING KEY

ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE. 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE. 1m STRIPE, 2m GAP
	LANE LINE. 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES. 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS \ SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

PRELIMINARY
NOT FOR CONSTRUCTION

B	100% DESIGN	MS	24.04.2020
A	85% DESIGN	DA	13.03.2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALE
-	A1	1:200
CAD DRAWING FILE REF: RD366301	DO NOT SCALE	
CPG PROJECT FILE NUMBER	SHEET	
CP502846	R76 ~ 104	



PLAN
SCALE 1:200

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DATUM	COD 7th July 2019	NAME	SIGNED	DATE
BENCH MK	BM 02860	DESIGNED	B. Doggshun	
RL	42.189m	DES. REVIEW	O. Brown	
SURVEY	F10088, F10027	DRAWN	N. Mackle	
SURVEY LB	1800 A1803	DRW. CHECK	B. Tinsley	
FILE LOCATION	M Pleasant 2000	FILE LOCATION	0900 South Express CAD	
DRW. REF.	3385027-400-C1801 To C1816.dwg	PRINTED ON	24/04/2020 1:45 pm	Glen Frowein
SAP WBS				

Note: * indicates signatures on original issue of drawing or last revision of drawing

APPROVED	
FOR TENDER	
DATE	SIGNED
FOR CONSTRUCTION	
DATE	SIGNED

CONSULTANT	PELOTON
CONSULTANT PROJECT REF	3385027 / 0600
CONSULTANT FILE REF	C1803

PROJECT TITLE	MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK
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DRAWING TITLE	SIGNAGE AND LINEMARKING PLAN SHEET 3
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NOTES:

1. FOR FULL LEGEND AND NOTES REFER TO DRAWING C1003.
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6. KTM's TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
7. ALL NEW LINES MARKING TO TIE INTO EXISTING.
8. APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

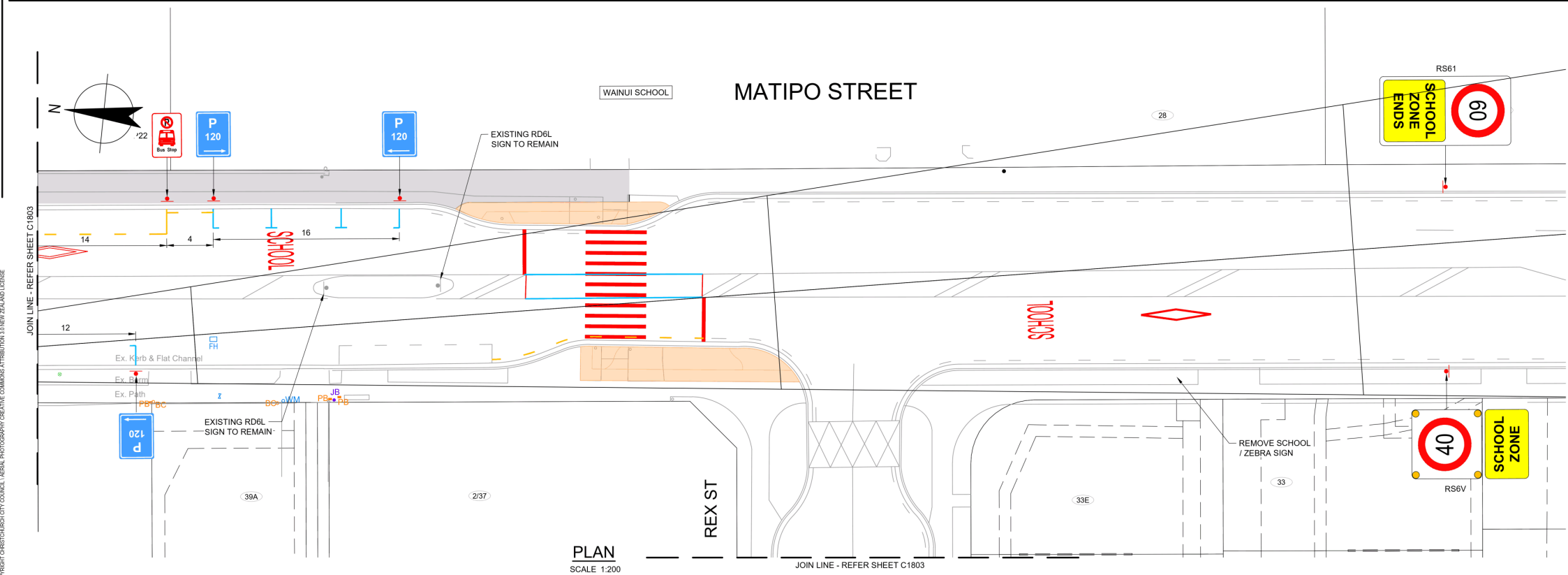
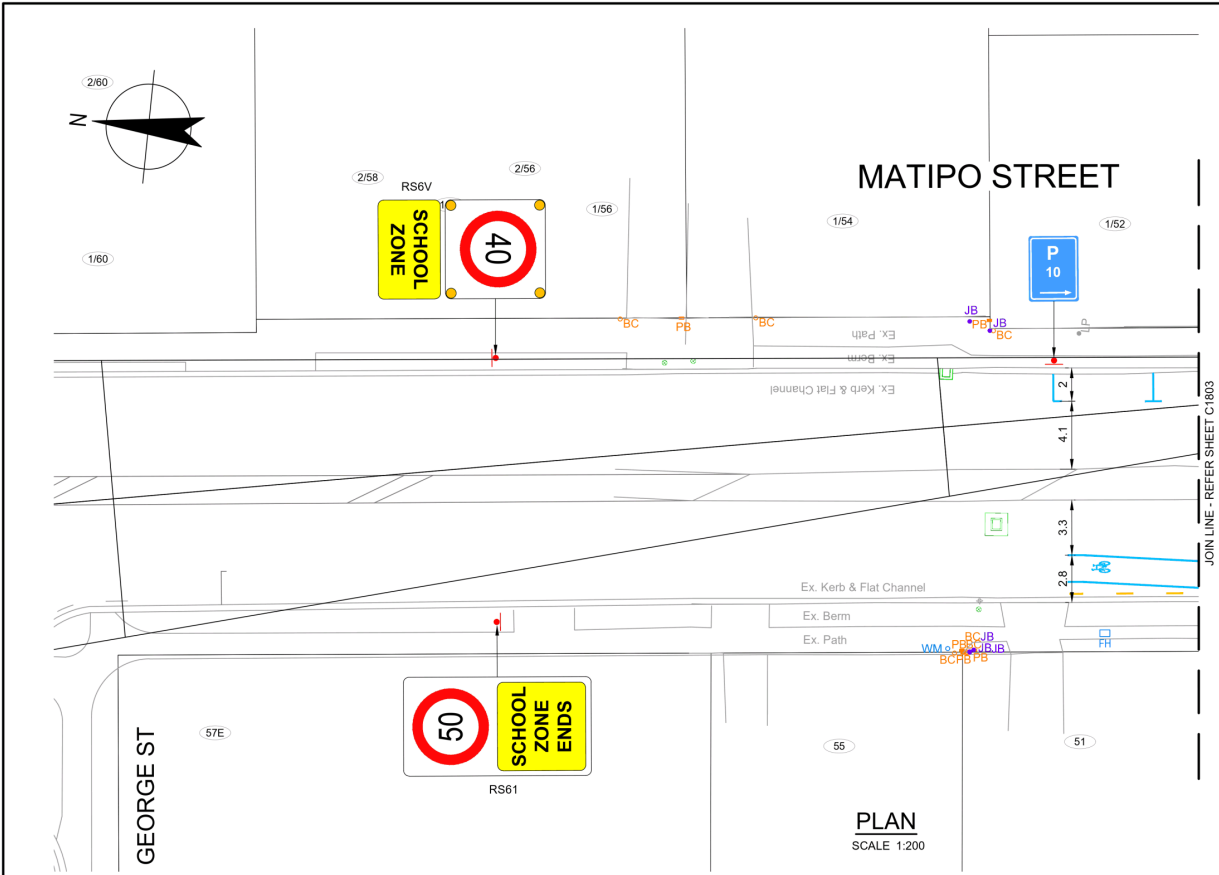
ROADMARKING KEY

ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE, 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE, 1m STRIPE, 2m GAP
	LANE LINE, 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMS:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS \ SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

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B	100% DESIGN	MS	24 04 2020
A	85% DESIGN	DA	13 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
-	A1	1:200
CAD DRAWING FILE REF: RD366301	DO NOT SCALE	
CPG PROJECT FILE NUMBER: CP502846	R87 = 104	



Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: BM 0360 BENCH MK: 42 199m SURVEY: F1080A, F1082 SURVEY LB: 1800 A1803 DRAWN: N. Mackie FILE LOCATION: 0900 South Express CAD DRAWN REF: 3385027-400-C1801 To C1816.dwg SAP WBS: PRINTED ON: 24/04/2020 1:48 pm Glen Frowein	DESIGNED: B. Doggshun DES REVIEW: O. Brown DRAWN: N. Mackie FILE CHECK: B. Tindick FILE LOCATION: 0900 South Express CAD DRAWN REF: 3385027-400-C1801 To C1816.dwg SAP WBS: PRINTED ON: 24/04/2020 1:48 pm Glen Frowein	APPROVED FOR TENDER DATE SIGNED FOR CONSTRUCTION DATE SIGNED	CONSULTANT PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C1814	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK This Drawing must not be used for Construction unless signed as Approved	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 14	CONTRACT NUMBER - CAD DRAWING FILE REF: RD366301 CPG PROJECT FILE NUMBER: CP502846	ORIGINAL SHEET SIZE A1 DO NOT SCALE	SCALES 1:200 R87 = 104
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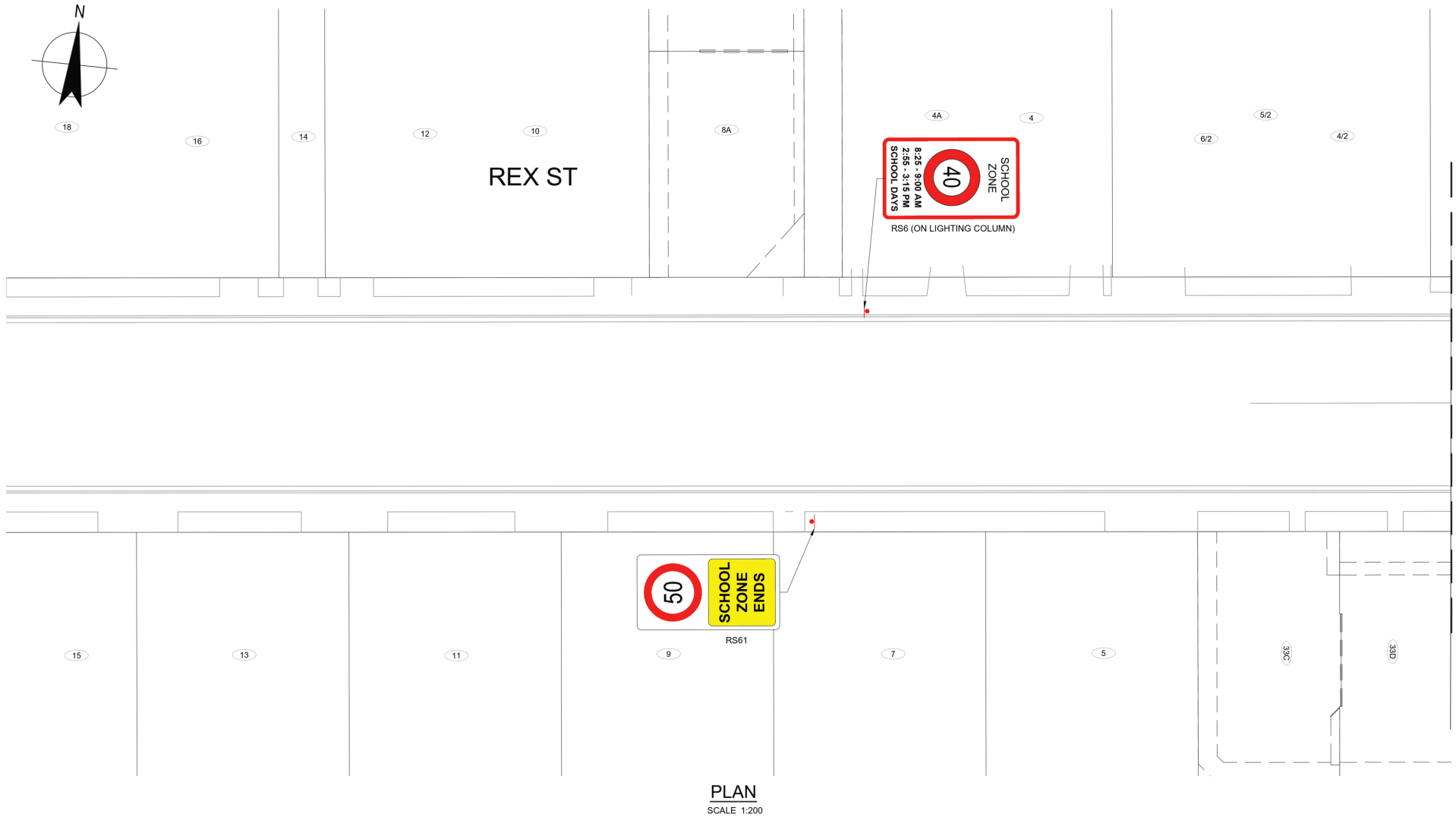
- NOTES:
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 - ALL NEW AND RELOCATED SIGNS TO HAVE 400mm CLEARANCE FROM EDGE OF SIGN TO FACE OF KERB.
 - ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
 - ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
 - KTM's TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
 - ALL NEW LINES MARKING TO TIE INTO EXISTING.
 - APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE, 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE, 1m STRIPE, 2m GAP
	LANE LINE, 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS \ SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

PRELIMINARY
NOT FOR CONSTRUCTION

B	100% DESIGN	MS	24 04 2020
A	85% DESIGN	DA	13 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
-	A1	1:200
CAD DRAWING FILE REF: RD366301	DO NOT SCALE	
CPG PROJECT FILE NUMBER: CP502846	R88 = 104	



PLAN
SCALE 1:200

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<div>Christchurch City Council</div> <div>TECHNICAL SERVICES & DESIGN</div>	DATUM	CSD Final July 2019	NAME		SIGNED		DATE		APPROVED	CONSULTANT	PROJECT TITLE		DRAWING TITLE	CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES	
	BENCH MK	BM 0380	DESIGNED	B. Doggathun					FOR TENDER	<div>PELOTON</div> <div>Beca SHD Stantec</div>	MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK		SIGNAGE AND LINEMARKING PLAN SHEET 15		-	A1	1:200
	RL	42.18m	DES. REVIEW	O. Brown			DATE	SIGNED									
	SURVEY	F1088A, F10827	DRAWN	N. Mackie					FOR CONSTRUCTION	<div>CONSULTANT PROJECT REF</div> <div>3385027 / 0600</div> <div>CONSULTANT FILE REF</div> <div>C1815</div>	This Drawing must not be used for Construction unless signed as Approved		CPG PROJECT FILE NUMBER		CP502846	R88 = 104	
	SURVEY LB	1800 & 1803	DRW. CHECK	B. Timbrick			DATE	SIGNED									
DRW. REF.	M1 Present 2000	FILE LOCATION	0600 South Express/CAD 3385027-600-C1801 To C1816.dwg					PRINTED ON	24/04/2020 1:49 pm	Glen Frowein							

Note: * Indicates signatures on original issue of drawing or last revision of drawing

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 - ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
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 - APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE, 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE, 1m STRIPE, 2m GAP
	LANE LINE, 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS \ SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

PRELIMINARY
NOT FOR CONSTRUCTION

B	100% DESIGN	MS	24 04 2020
A	85% DESIGN	DA	13 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
-	A1	1:200
CAD DRAWING FILE REF: RD366301		DO NOT SCALE
CPG PROJECT FILE NUMBER: CP502846		R75 = 104



PLAN
SCALE 1:200

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<div>Christchurch City Council</div> <div>TECHNICAL SERVICES & DESIGN</div>	DATUM CSD Final July 2019	DESIGNED B. Dodgshun	NAME O. Brown	SIGNED	DATE	APPROVED		CONSULTANT	<div>PELOTON</div> <div>Beca GHD Stantec</div>	PROJECT TITLE	<div>MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK</div>	DRAWING TITLE	<div>SIGNAGE AND LINEMARKING PLAN SHEET 2</div>	CONTRACT NUMBER -	ORIGINAL SHEET SIZE A1	SCALES 1:200
	BENCH MK BM 0380	DES. REVIEW O. Brown	FOR TENDER	DATE	SIGNED	CAD DRAWING FILE REF RD366301	DO NOT SCALE									
	REL 42.18m	SURVEY FIDUCIAL 1997	FOR CONSTRUCTION	DATE	SIGNED	CONSULTANT PROJECT FILE REF 3385027 / 0600	CONSULTANT FILE REF C1802	CPG PROJECT FILE NUMBER CP502846		SHEET R75 = 104						
SURVEY LB 1990 & 1993	CROW CHECK B. Tindick	FILE LOCATION 0600 South Express\CAD	DRAIN REF 3385027-600-C1801	To C1816.dwg	SAP WBS	PRINTED ON 2404/2020 1:44 pm	Glen Frowein	Note: * indicates signatures on original issue of drawing or last revision of drawing								

NOTES:

1. FOR FULL LEGEND AND NOTES REFER TO DRAWING C1003.
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5. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
6. KTM's TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
7. ALL NEW LINES MARKING TO TIE INTO EXISTING.
8. APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

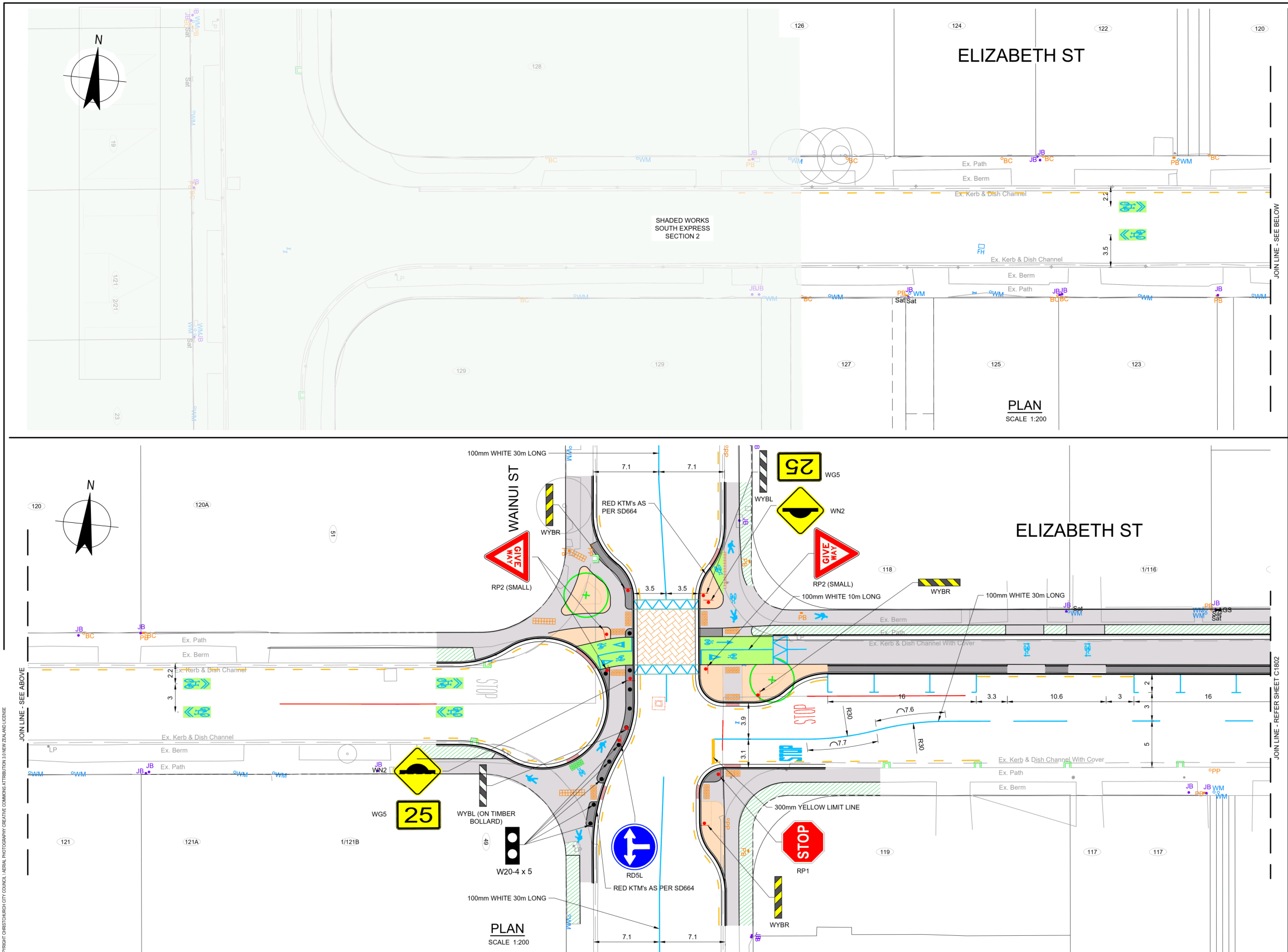
ROADMARKING KEY

- ROAD MARKINGS:**
- PROPOSED
 - EXISTING TO BE REMOVED
 - EXISTING TO REMAIN
 - CYCLE SYMBOL TO SD661
 - PEDESTRIAN LOGO TO SD661
 - GREEN SURFACE
 - NO STOPPING (NOTE: TO BE REFLECTORISED)
 - NO OVERTAKING
 - 100mm WHITE LINE
 - 300mm LIMIT LINE
 - STOP LIMIT LINE
 - CONTINUITY LINE. 1m STRIPE. 3m GAP
 - DRIVEWAY CONTINUITY LINE. 1m STRIPE. 2m GAP
 - LANE LINE. 3m STRIPE. 7m GAP
 - 100mm GREEN CYCLE CROSSING LINES. 1m STRIPE. 1m GAP
 - PARKING TICKS
 - GIVE WAY TRIANGLE
 - CYCLEWAY ARROW TO SD663
 - CYCLEWAY GIVE WAY TO SD663
 - ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
 - TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
 - TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
 - CYCLEWAY SHARROW TO MCR-SD006C
- RRPMS:**
- WHITE MONO
 - RED MONO
 - WHITE BI DIRECTIONAL
 - WHITE/YELLOW BI DIRECTIONAL
 - YELLOW BI DIRECTIONAL
- SIGNS \ SIGNALS**
- CANTILEVER STYLE SIGN/POST
 - STANDARD SIGN/POST
 - TRAFFIC SIGNAL POLE

PRELIMINARY
NOT FOR CONSTRUCTION

B	100% DESIGN	MS	24 04 2020
A	85% DESIGN	DA	13 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALE
-	A1	1:200
CAD DRAWING FILE REF: RD366301	DO NOT SCALE	
CP5 PROJECT FILE NUMBER	SHEET	
CP502846	R74 = 104	



TECHNICAL SERVICES & DESIGN

DATUM	COD 7th July 2019
BENCH MK	BM 0360
RL	42.18m
SURVEY	F1008A, F10027
SURVEY LB	1800 A1803
FILE LOCATION	M Pleasant 2000
DRAWN	N. Mackle
DESIGNED	B. Dodgshun
DES REVIEW	O. Brown
DRAWN	N. Mackle
DRAW CHECK	B. Tindick
FILE LOCATION	0900 South Express/CAD
DRAWN REF	3385027-400-C1801 To C1816.dwg
SAP WBS	PRINTED ON 24/04/2020 1:44 pm Glen Frowen

APPROVED	FOR TENDER
DATE	SIGNED
FOR CONSTRUCTION	DATE
DATE	SIGNED

CONSULTANT	PELOTON
CONSULTANT PROJECT REF	3385027 / 0600
CONSULTANT FILE REF	C1801

PROJECT TITLE	MCR - SOUTH EXPRESS SECTION 1 CENTENNIAL AVE \ ELIZABETH ST TO HAGLEY PK
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DRAWING TITLE	SIGNAGE AND LINEMARKING PLAN SHEET 1
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- NOTES:
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ROAD MARKINGS KEY	
ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE: 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE: 1m STRIPE, 2m GAP
	LANE LINE: 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS & SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

B	100% DESIGN	MS	22 04 2020
A	85% DESIGN	MS	19 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
-	A1	1:200
CAD DRAWING FILE REF: RD366401	DO NOT SCALE	
CPG PROJECT FILE NUMBER	SHEET	
CP502846	R71 ~ 84	



Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: C20 JRM 2014 BENCH MK: BM 353 RL: 21.344m SURVEY: F10027 SURVEY LB: 1925 M/P LEASANT 2004 DRAIN REF: SAP WBS	DESIGNED: S. La Page DES REVIEW: A. Fargnoli DRAWN: D. Snelman DRW CHECK: B. Tindick FILE LOCATION: 9909 South Express/CAD 3385027-4000-C2801 To C2812.dwg PRINTED ON: 22/04/2020 3:34 PM Blair	APPROVED FOR TENDER DATE: SIGNED: FOR CONSTRUCTION DATE: SIGNED:	CONSULTANT PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C2812	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 2 MAIN SOUTH RD \ BALLANTYNE AVE TO CENTENNIAL AVE \ ELIZABETH ST This Drawing must not be used for Construction unless signed as Approved.	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 12	CONTRACT NUMBER - CAD DRAWING FILE REF: RD366401 CPG PROJECT FILE NUMBER CP502846	ORIGINAL SHEET SIZE A1 DO NOT SCALE SHEET R71 ~ 84	SCALES 1:200 DO NOT SCALE R71 ~ 84
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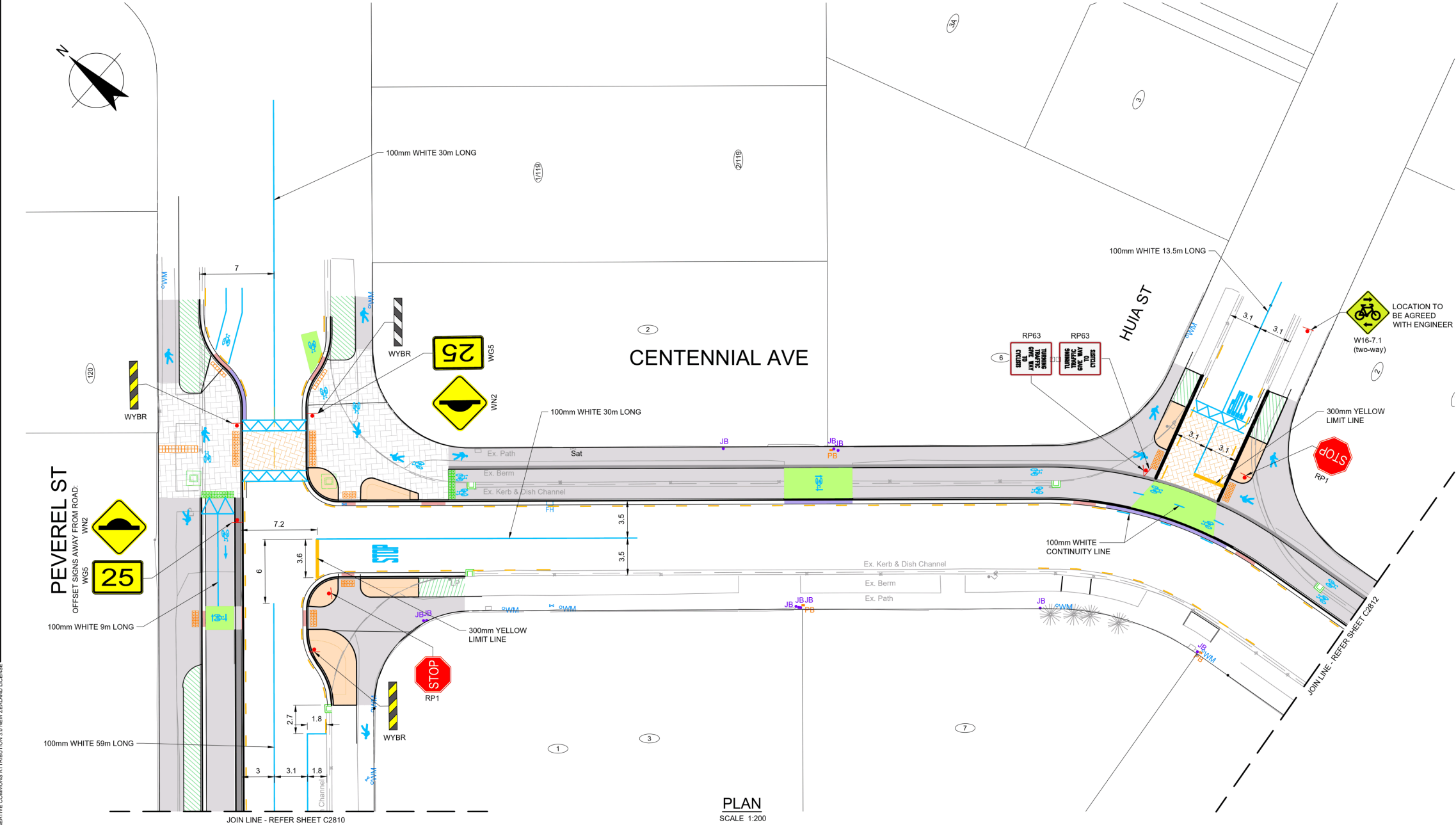
Note: * Indicates signatures on original issue of drawing or last revision of drawing

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	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
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	NO OVERTAKING
	100mm WHITE LINE
	300mm WHITE LINE
	STOP LIMIT LINE
	CONTINUITY LINE: 1m STRIPE, 3m GAP
	DRIVEAWAY CONTINUITY LINE: 1m STRIPE, 2m GAP
	LANE LINE: 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES: 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMs:	
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	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS & SIGNALS	
	CANTILEVER STYLE SIGN/POST
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	TRAFFIC SIGNAL POLE

B	100% DESIGN	MS	22 04 2020
A	85% DESIGN	MS	19 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
-	A1	1:200
CAD DRAWING FILE REF: RD366401	DO NOT SCALE	
CPG PROJECT FILE NUMBER	SHEET	
CP502846	R70 ~ 84	



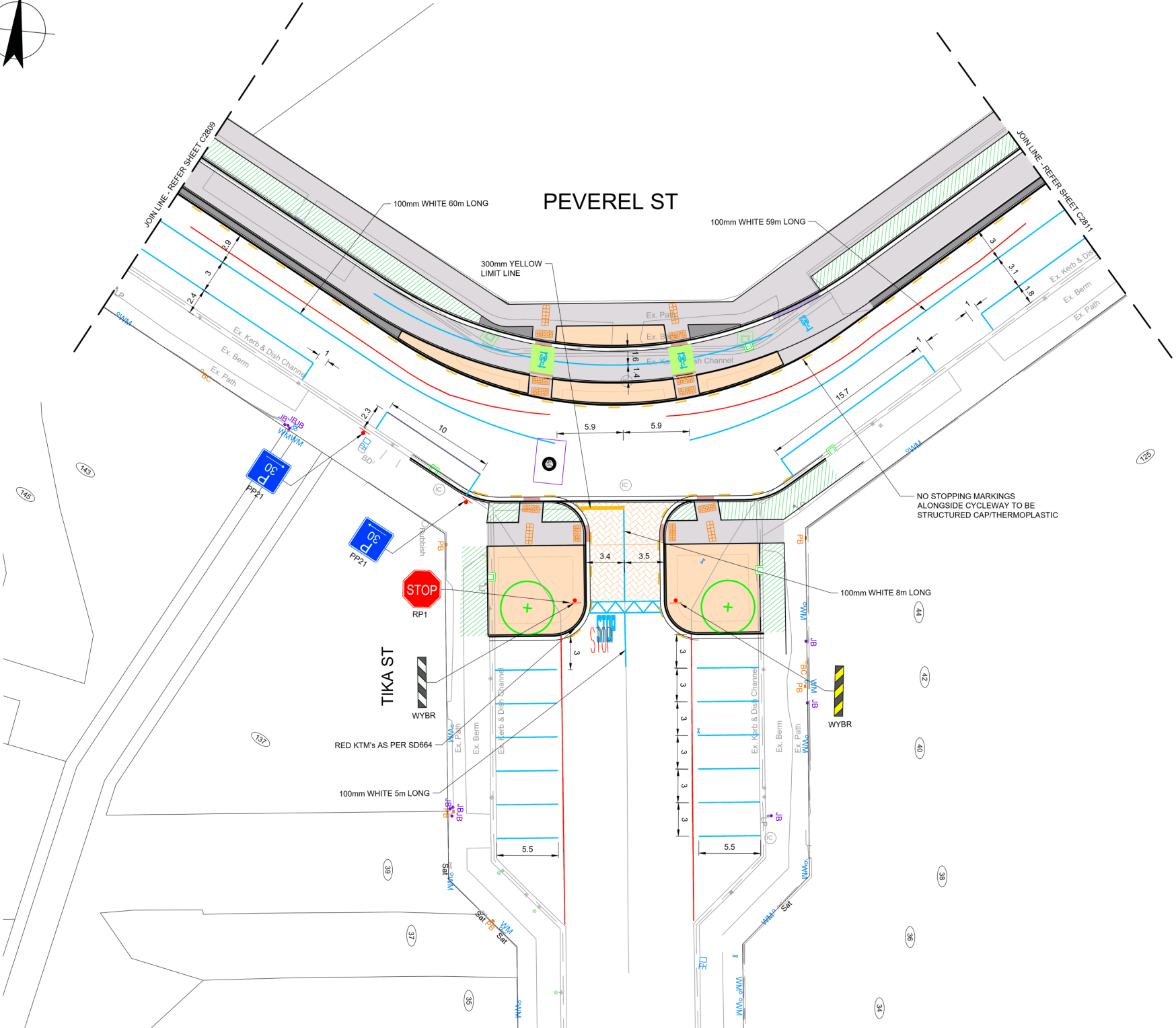
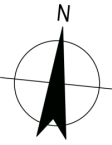
Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM BENCH MK RL SURVEY SURVEY LB M/FLEASANT 2004 DRAIN REF SAP WBS	C20 JWB 2014 BM 353 21.344m F10907 1925 M/FLEASANT 2004 FILE LOCATION 3385027-4000-C2801 To C2812.dwg PRINTED ON 22/04/2020 3:34 PM Blair	NAME DESIGN DES REVIEW DRAWN DRW CHECK FILE LOCATION 3385027-4000-C2801 To C2812.dwg PRINTED ON 22/04/2020 3:34 PM Blair	SIGNED DATE	APPROVED FOR TENDER DATE SIGNED FOR CONSTRUCTION DATE SIGNED	CONSULTANT PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C2811	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 2 MAIN SOUTH RD \ BALLANTYNE AVE TO CENTENNIAL AVE \ ELIZABETH ST	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 11	CONTRACT NUMBER ORIGINAL SHEET SIZE CAD DRAWING FILE REF: RD366401 CPG PROJECT FILE NUMBER CP502846	SCALES 1:200 DO NOT SCALE R70 ~ 84
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ROAD MARKINGS:	
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	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE. 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE. 1m STRIPE, 2m GAP
	LANE LINE. 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES. 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
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RRPMs:	
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	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS & SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

B	100% DESIGN	MS	22 04 2020
A	85% DESIGN	MS	19 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
-	A1	1:200
CAD DRAWING FILE REF. RD366401	DO NOT SCALE	
CPG PROJECT FILE NUMBER CP502846	SHEET	R69 ~ 84



PLAN
SCALE 1:200

DATUM	DESIGNED	NAME	SIGNED	DATE
BENCH MK. BM 353	S. La Page			
RL 21.34m	DES. REVIEW	A. Fergus		
SURVEY F1007	DRAWN	D. Selman		
SURVEY LB 1825	DRW. CHECK	B. Tindick		
MT PLEASANT 200	FILE LOCATION	9909 South Express CAD		
DRAIN. REF.	3385027-4000-C2801 To C2812.dwg			
SAP WBS	PRINTED ON 22/04/2020 3:33 PM	Blair		

APPROVED	CONSULTANT
FOR TENDER	
DATE	SIGNED
FOR CONSTRUCTION	
DATE	SIGNED
CONSULTANT PROJECT REF. 3385027 / 0600	CONSULTANT FILE REF. C2810

PROJECT TITLE
MCR - SOUTH EXPRESS SECTION 2 MAIN SOUTH RD \ BALLANTYNE AVE TO CENTENNIAL AVE \ ELIZABETH ST
This Drawing must not be used for Construction unless signed as Approved.

DRAWING TITLE
SIGNAGE AND LINEMARKING PLAN SHEET 10

- NOTES:
- FOR FULL LEGEND AND NOTES REFER TO DRAWING C1003.
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 - KTM's TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
 - ALL NEW LINES MARKING TO TIE INTO EXISTING.
 - APPROACH SIGNAGE, INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY

ROAD MARKINGS:

- PROPOSED
- EXISTING TO BE REMOVED
- EXISTING TO REMAIN
- CYCLE SYMBOL TO SD661
- PEDESTRIAN LOGO TO SD661
- GREEN SURFACE
- NO STOPPING (NOTE: TO BE REFLECTORISED)
- NO OVERTAKING
- 100mm WHITE LINE
- 300mm WHITE LINE
- STOP LIMIT LINE
- CONTINUITY LINE: 1m STRIPE, 3m GAP
- DRIVEWAY CONTINUITY LINE: 1m STRIPE, 2m GAP
- LANE LINE: 3m STRIPE, 7m GAP
- 100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
- PARKING TICKS
- GIVE WAY TRIANGLE
- CYCLEWAY ARROW TO SD663
- CYCLEWAY GIVE WAY TO SD663
- ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
- CYCLEWAY SHARROW TO MCR-SD006C

RRPMs:

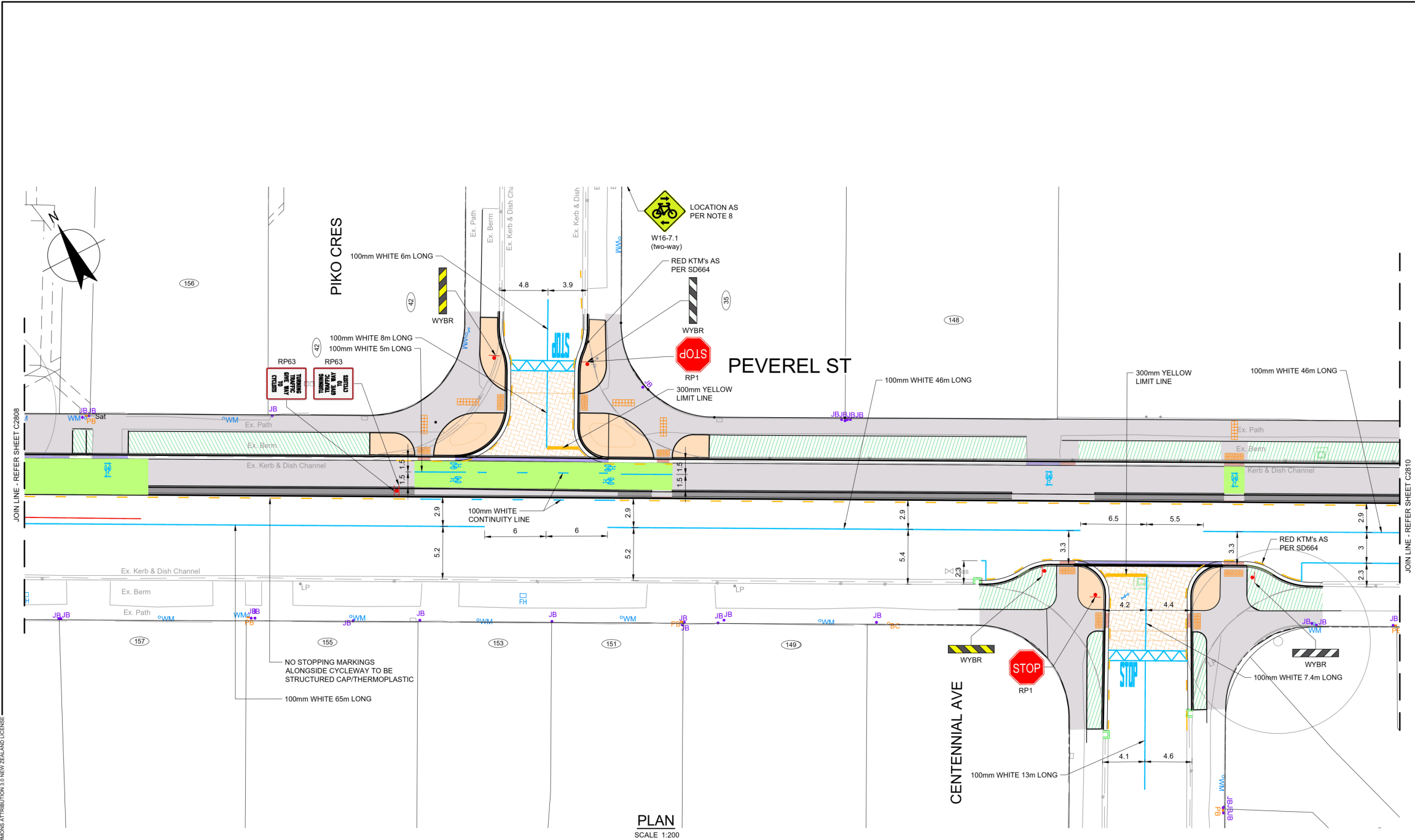
- WHITE MONO
- RED MONO
- WHITE BI DIRECTIONAL
- WHITE/YELLOW BI DIRECTIONAL
- YELLOW BI DIRECTIONAL

SIGNS & SIGNALS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST
- TRAFFIC SIGNAL POLE

B	100% DESIGN	MS	22 04 2020
A	85% DESIGN	MS	19 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
CAD DRAWING FILE REF: RD366401	A1	1:200
CPG PROJECT FILE NUMBER	SHEET	DO NOT SCALE
CP502846		R68 ~ 84



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Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: C20 JUN 2014 BENCH MK: BM 353 RL: 21.344m SURVEY: F10807 SURVEY LB: 1925 M/FLEASANT 2004 DRAIN REF: SAP WBS	DESIGNED: S. Le Page DES REVIEW: A. Fargnoli DRAWN: D. Sallman DRW CHECK: B. Tindick FILE LOCATION: 9609 South Express/CAD 3385027-400-C2801 To C2812.dwg PRINTED ON: 22/04/2020 3:33 PM Blair	APPROVED FOR TENDER DATE: SIGNED: FOR CONSTRUCTION DATE: SIGNED:	CONSULTANT PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C2809	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 2 MAIN SOUTH RD \ BALLANTYNE AVE TO CENTENNIAL AVE \ ELIZABETH ST This Drawing must not be used for Construction unless signed as Approved.	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 9	CONTRACT NUMBER ORIGINAL SHEET SIZE CAD DRAWING FILE REF: RD366401 CPG PROJECT FILE NUMBER CP502846	SCALES 1:200 DO NOT SCALE R68 ~ 84
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Note: * Indicates signatures on original issue of drawing or last revision of drawing

- NOTES:
- FOR FULL LEGEND AND NOTES REFER TO DRAWING C1003.
 - ALL NEW SIGNS ARE TO BE INSTALLED ON NEW SOCKET FOUNDATIONS AND POSTS UNLESS OTHERWISE SPECIFIED.
 - ALL NEW AND RELOCATED SIGNS TO HAVE 400mm CLEARANCE FROM EDGE OF SIGN TO FACE OF KERB.
 - ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
 - ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
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 - ALL NEW LINES MARKING TO TIE INTO EXISTING.
 - APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY

ROAD MARKINGS:

- PROPOSED
- EXISTING TO BE REMOVED
- EXISTING TO REMAIN
- CYCLE SYMBOL TO SD661
- PEDESTRIAN LOGO TO SD661
- GREEN SURFACE
- NO STOPPING (NOTE: TO BE REFLECTORISED)
- NO OVERTAKING
- 100mm WHITE LINE
- 300mm LIMIT LINE
- STOP LIMIT LINE
- CONTINUITY LINE: 1m STRIPE, 3m GAP
- DRIVEWAY CONTINUITY LINE: 1m STRIPE, 2m GAP
- LANE LINE: 3m STRIPE, 7m GAP
- 100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
- PARKING TICKS
- GIVE WAY TRIANGLE
- CYCLEWAY ARROW TO SD663
- CYCLEWAY GIVE WAY TO SD663
- ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
- CYCLEWAY SHARROW TO MCR-SD006C

RRPMs:

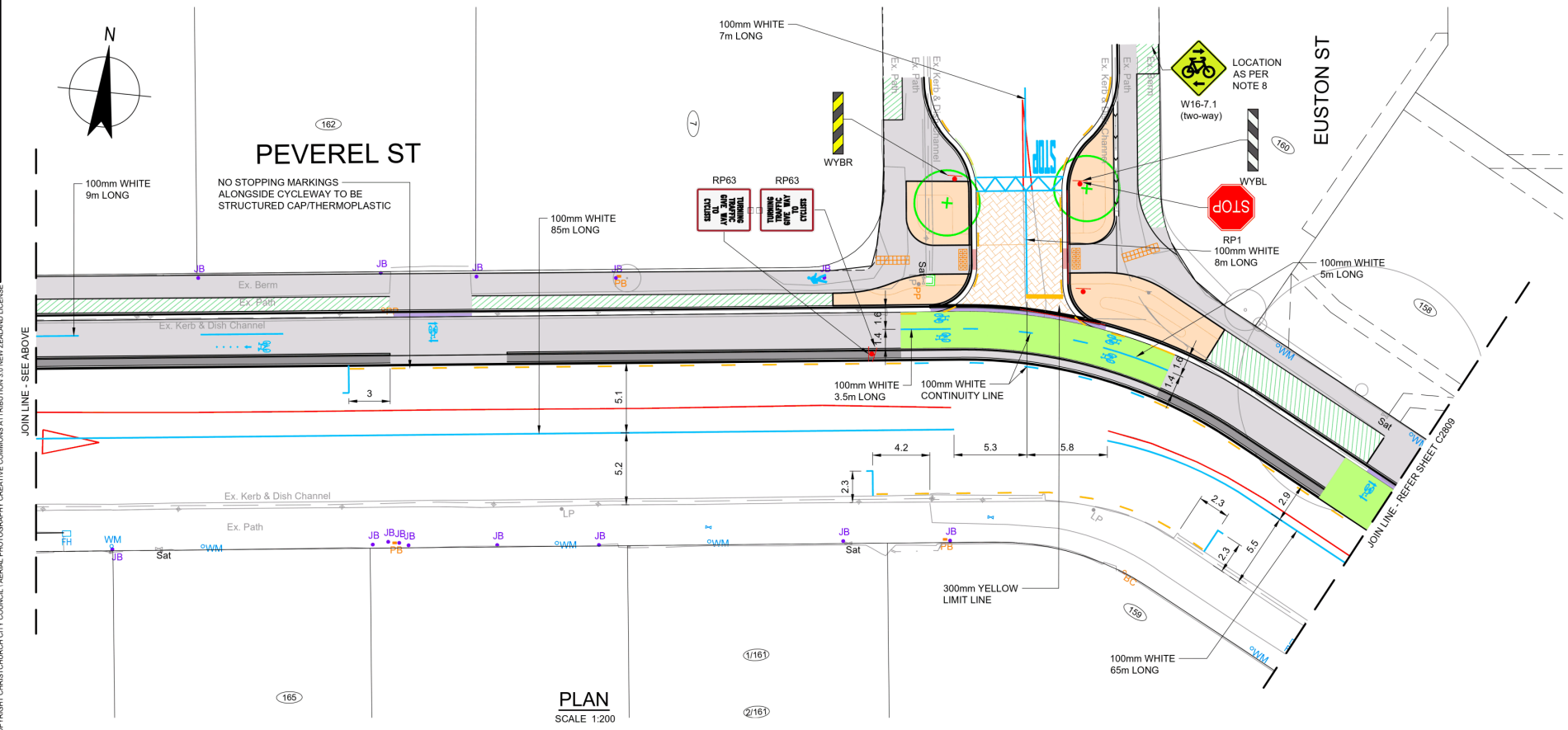
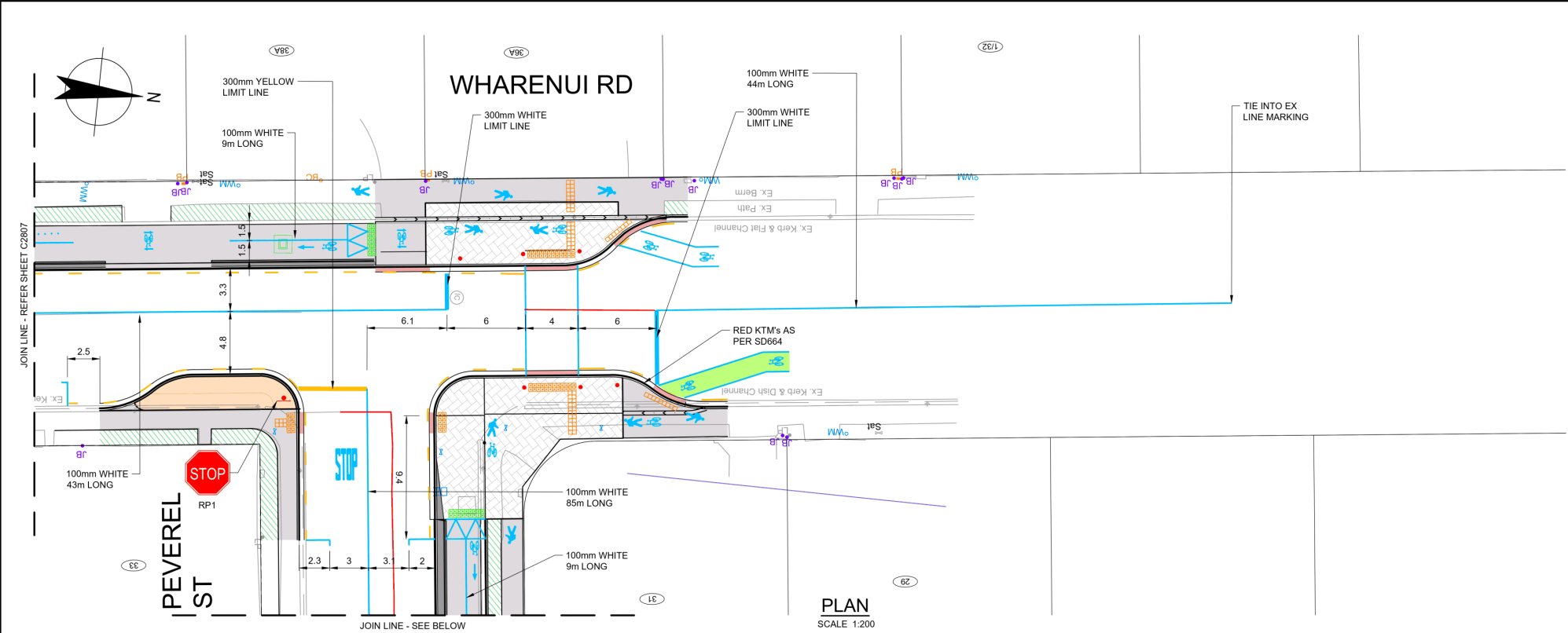
- WHITE MONO
- RED MONO
- WHITE BI DIRECTIONAL
- WHITE/YELLOW BI DIRECTIONAL
- YELLOW BI DIRECTIONAL

SIGNS & SIGNALS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST
- TRAFFIC SIGNAL POLE

B	100% DESIGN	MS	22 04 2020
A	85% DESIGN	MS	19 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
CAD DRAWING FILE REF: RD366401	A1	1:200
CPG PROJECT FILE NUMBER	SHEET	DO NOT SCALE
CP502846	R67	84



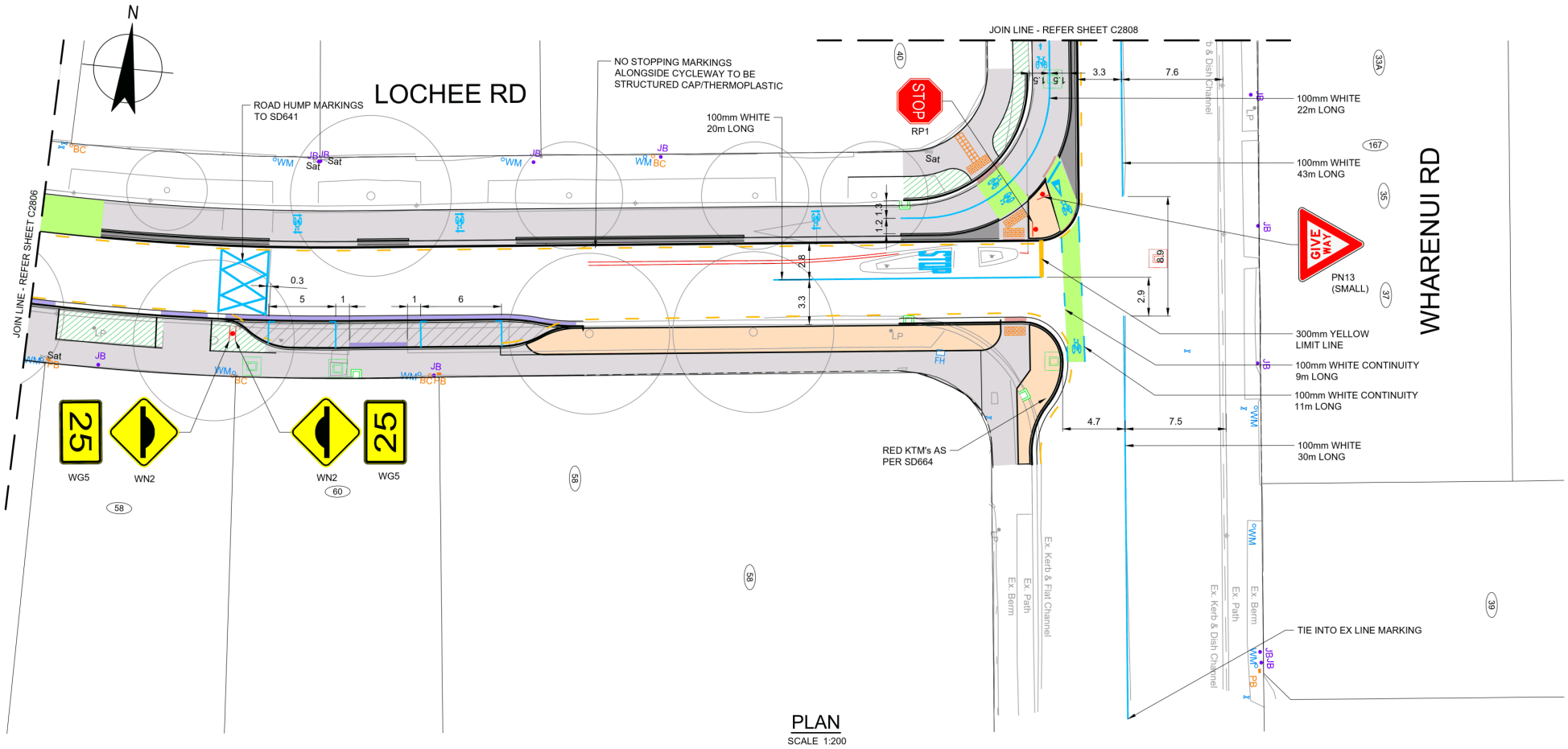
<div><div>Christchurch City Council</div><div></div><div>TECHNICAL SERVICES & DESIGN</div></div>	DATUM	C20 JUN 2014	DESIGNED	S. Le Page	SIGNED	DATE	APPROVED		CONSULTANT		<div><div>PROJECT TITLE</div><div>MCR - SOUTH EXPRESS SECTION 2 MAIN SOUTH RD \ BALLANTYNE AVE TO CENTENNIAL AVE \ ELIZABETH ST</div><div><small>This Drawing must not be used for Construction unless signed as Approved</small></div></div>	<div><div>DRAWING TITLE</div><div>SIGNAGE AND LINEMARKING PLAN SHEET 8</div></div>	CONTRACT NUMBER		ORIGINAL SHEET SIZE	SCALES	
	BENCH MK.	BM 353	DES. REVIEW	A. Fergus			DATE	SIGNED	FOR TENDER	DATE			SIGNED	CAD DRAWING FILE REF.	A1	1:200	
	SURVEY	F19007	DRAWN	D. Selman					FOR CONSTRUCTION	DATE			SIGNED	RD366401		DO NOT SCALE	
	SURVEY LB	1925	DRW. CHECK	B. Timbick											CPG PROJECT FILE NUMBER		SHEET
	FILE LOCATION		0600 South Express\CAD		3385027-600-C2801 To C2812.dwg		CONSULTANT PROJECT REF.		CONSULTANT FILE REF.				CP502846		R67 ~ 84		
DRAIN. REF.		SAP WBS		PRINTED ON 22/04/2020 3:33 PM		3385027 / 0600		C2808									

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 - APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm WHITE LINE
	STOP LIMIT LINE
	CONTINUITY LINE: 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE: 1m STRIPE, 2m GAP
	LANE LINE: 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS \ SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

B	100% DESIGN	MS	22 04 2020
A	85% DESIGN	MS	19 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

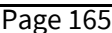
CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
-	A1	1:200
CAD DRAWING FILE REF: RD366401	DO NOT SCALE	
CPG PROJECT FILE NUMBER	SHEET	
CP502846	R66 - 84	

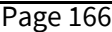


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Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM BENCH MK RL SURVEY SURVEY LB MFL FILE LOCATION DRAIN REF SAP WBS	CD0 JRM 2014 BM 353 21.344m F10007 1925 MFL 3385027-400-C2801 To C2812.dwg PRINTED ON 22/04/2020 3:40 PM Blair	NAME DESIGN DES REVIEW DRAWN DRW CHECK FILE LOCATION 3385027-400-C2801 To C2812.dwg PRINTED ON 22/04/2020 3:40 PM Blair	SIGNED DATE	APPROVED FOR TENDER DATE SIGNED FOR CONSTRUCTION DATE SIGNED	CONSULTANT PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C2807	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 2 MAIN SOUTH RD \ BALLANTYNE AVE TO CENTENNIAL AVE \ ELIZABETH ST This Drawing must not be used for Construction unless signed as Approved	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 7	CONTRACT NUMBER RD366401 CPG PROJECT FILE NUMBER CP502846	ORIGINAL SHEET SIZE A1 DO NOT SCALE	SCALES 1:200 R66 - 84
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Note: * Indicates signatures on original issue of drawing or last revision of drawing





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 - APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY

ROAD MARKINGS:

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- EXISTING TO REMAIN
- CYCLE SYMBOL TO SD661
- PEDESTRIAN LOGO TO SD661
- GREEN SURFACE
- NO STOPPING (NOTE: TO BE REFLECTORISED)
- NO OVERTAKING
- 100mm WHITE LINE
- 300mm LIMIT LINE
- STOP LIMIT LINE
- CONTINUITY LINE: 1m STRIPE, 3m GAP
- DRIVEWAY CONTINUITY LINE: 1m STRIPE, 2m GAP
- LANE LINE: 3m STRIPE, 7m GAP
- 100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
- PARKING TICKS
- GIVE WAY TRIANGLE
- CYCLEWAY ARROW TO SD663
- CYCLEWAY GIVE WAY TO SD663
- ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
- TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
- CYCLEWAY SHARROW TO MCR-SD006C

RRPMS:

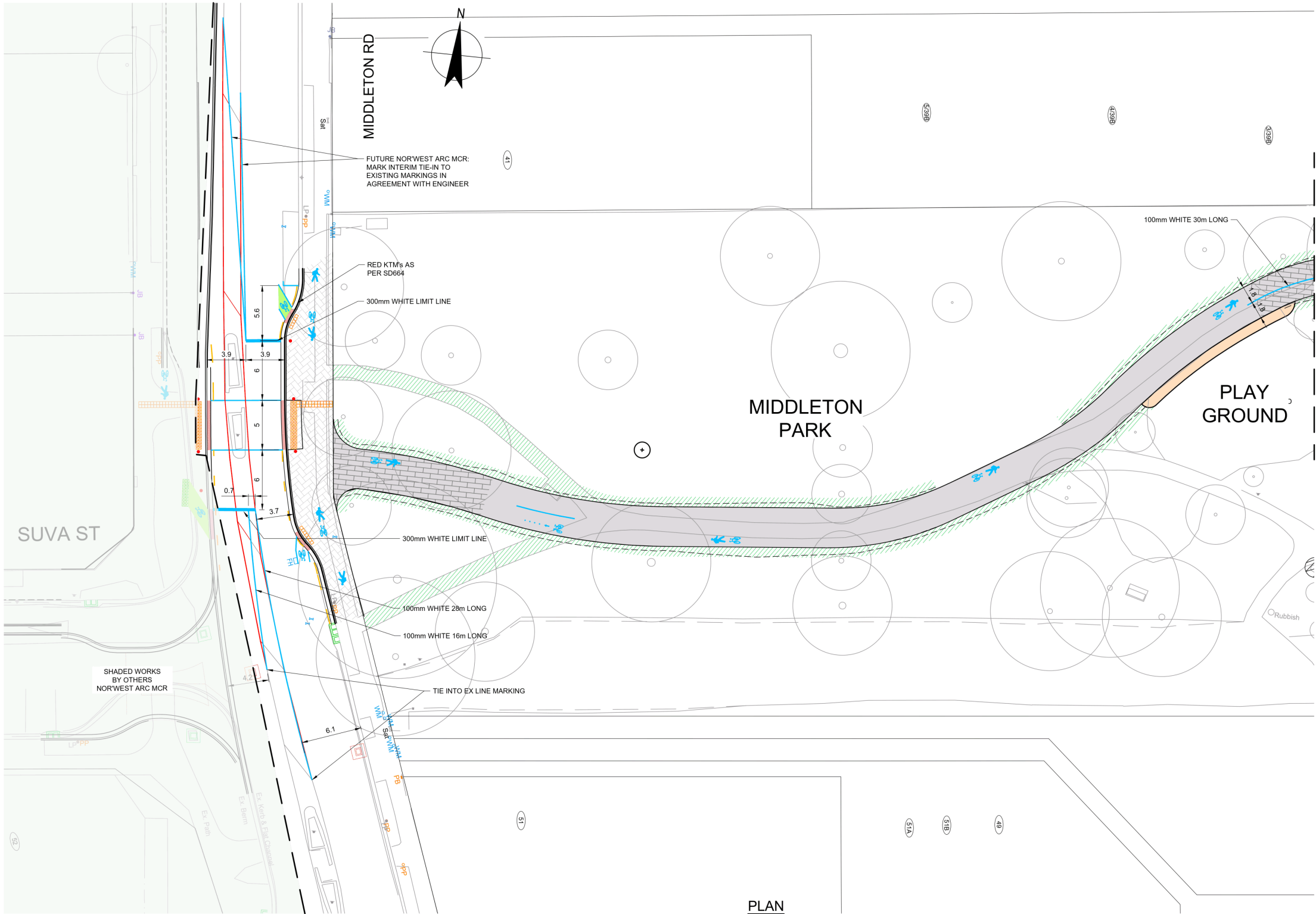
- WHITE MONO
- RED MONO
- WHITE BI DIRECTIONAL
- WHITE/YELLOW BI DIRECTIONAL
- YELLOW BI DIRECTIONAL

SIGNS & SIGNALS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST
- TRAFFIC SIGNAL POLE

B	100% DESIGN	MS	22 04 2020
A	85% DESIGN	MS	19 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

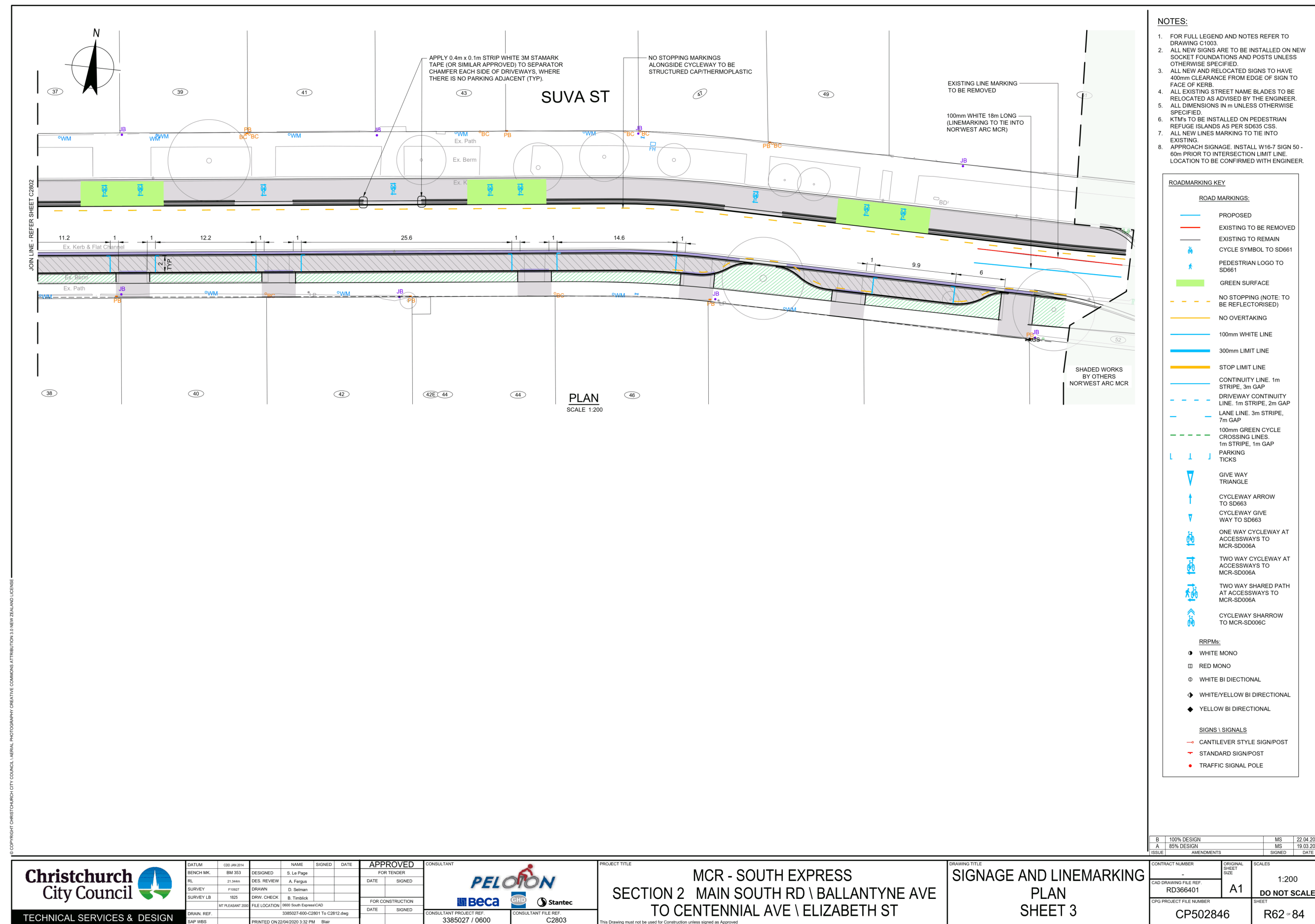
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CAD DRAWING FILE REF: RD366401	A1	1:200
CPG PROJECT FILE NUMBER	SHEET	DO NOT SCALE
CP502846		R63 ~ 84

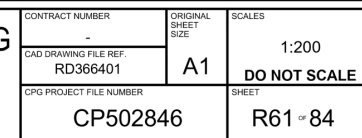


PLAN
SCALE 1:200

Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: CDD JAN 2014 BENCH MK: BM 353 RL: 21.344m SURVEY: F1007 SURVEY LB: 1925 DRAIN REF: MT PLEASANT 2004 SAP WBS: 3385027-400-C2801 To C2812.dwg PRINTED ON 22/04/2020 3:32 PM Blair	DESIGNED: S. La Page DES REVIEW: A. Fargnoli DRAWN: D. Snelman DRW CHECK: B. Tindick FILE LOCATION: 9909 South Express CAD CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C2804	APPROVED FOR TENDER DATE SIGNED FOR CONSTRUCTION DATE SIGNED	CONSULTANT PELOTON Beca GHD Stantec	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 2 MAIN SOUTH RD \ BALLANTYNE AVE TO CENTENNIAL AVE \ ELIZABETH ST This Drawing must not be used for Construction unless signed as Approved	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 4	CONTRACT NUMBER - CAD DRAWING FILE REF: RD366401 CPG PROJECT FILE NUMBER CP502846	ORIGINAL SHEET SIZE A1 SHEET	SCALES 1:200 DO NOT SCALE R63 ~ 84
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Note: * Indicates signatures on original issue of drawing or last revision of drawing





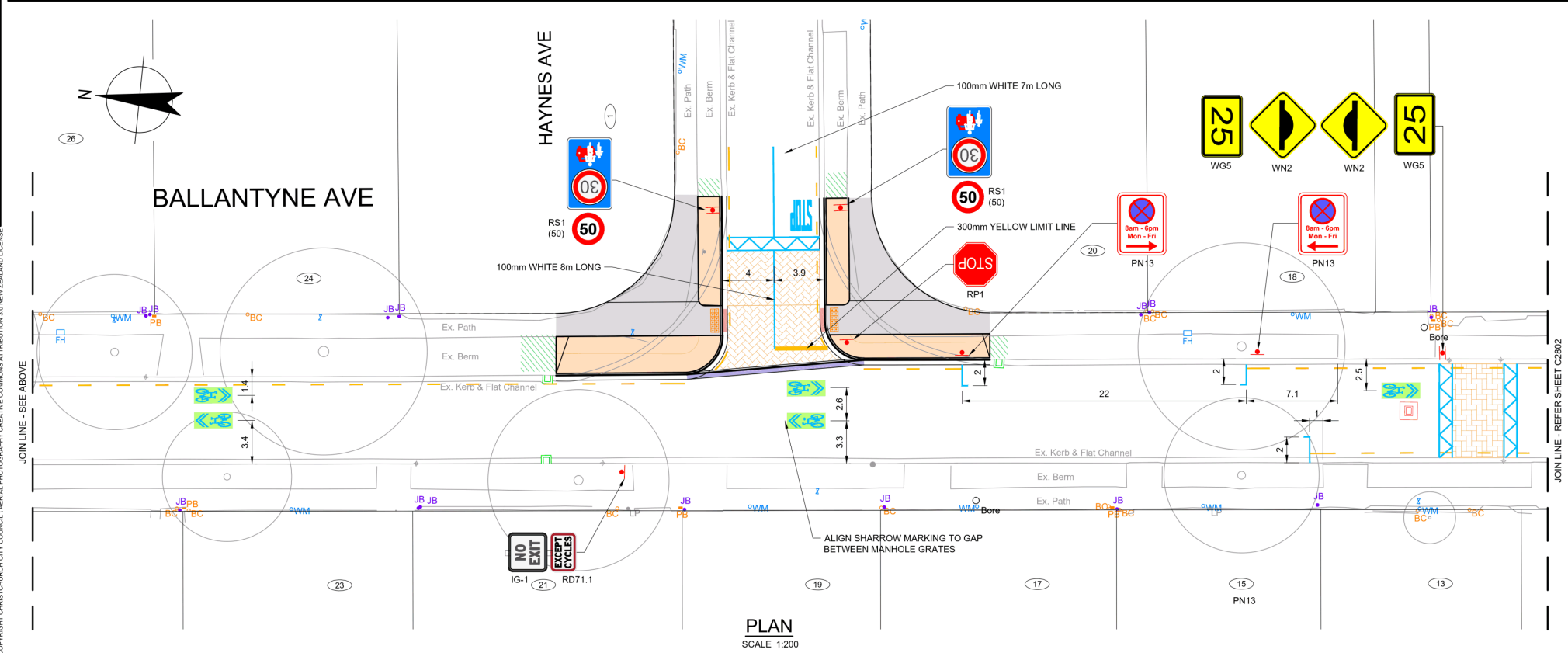
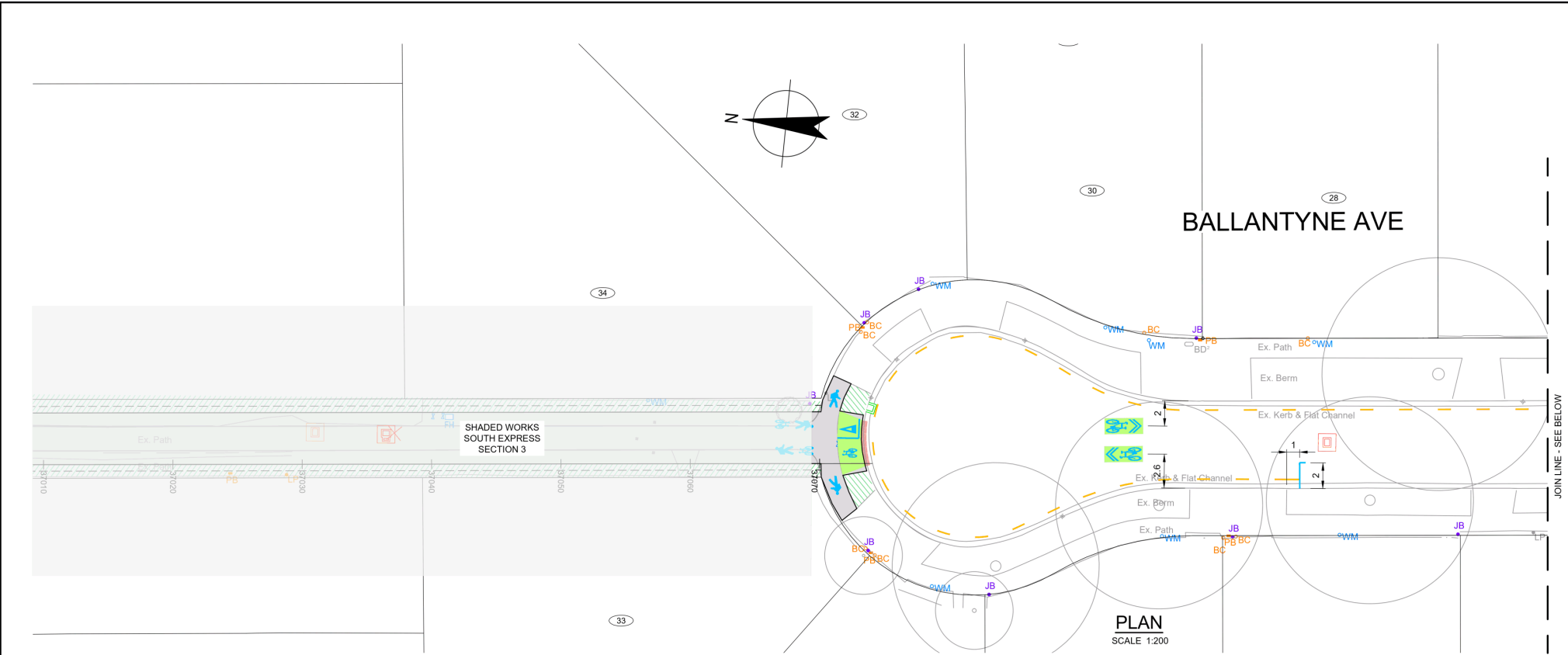
- NOTES:
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ROADMARKING KEY

ROAD MARKINGS:	
	PROPOSED
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	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE: 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE: 1m STRIPE, 2m GAP
	LANE LINE: 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS & SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

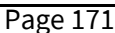
B	100% DESIGN	MS	22 04 2020
A	85% DESIGN	MS	19 03 2020
ISSUE	AMENDMENTS	SIGNED	DATE

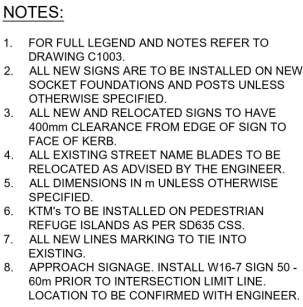
CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
CAD DRAWING FILE REF: RD366401	A1	1:200
CPG PROJECT FILE NUMBER		DO NOT SCALE
CP502846		R60 ~ 84



Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: CGD JAN 2014 BENCH MK: BM 353 RL: 21.344m SURVEY: F10027 SURVEY LB: 1925 M/F PLEASANT 2004 DRAIN REF: SAP WBS	DESIGNED: S. Le Page DES REVIEW: A. Fargnoli DRAWN: D. Snelman DRW CHECK: B. Tindell FILE LOCATION: 9909 South Express/CAD 3385027-400-C2801 To C2812.dwg PRINTED ON 22/04/2020 3:31 PM Blair	APPROVED FOR TENDER DATE: SIGNED: FOR CONSTRUCTION DATE: SIGNED:	CONSULTANT PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C2801	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 2 MAIN SOUTH RD \ BALLANTYNE AVE TO CENTENNIAL AVE \ ELIZABETH ST This Drawing must not be used for Construction unless signed as Approved.	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 1	CONTRACT NUMBER ORIGINAL SHEET SIZE CAD DRAWING FILE REF: RD366401 CPG PROJECT FILE NUMBER CP502846	SCALES 1:200 DO NOT SCALE R60 ~ 84
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Note: * Indicates signatures on original issue of drawing or last revision of drawing



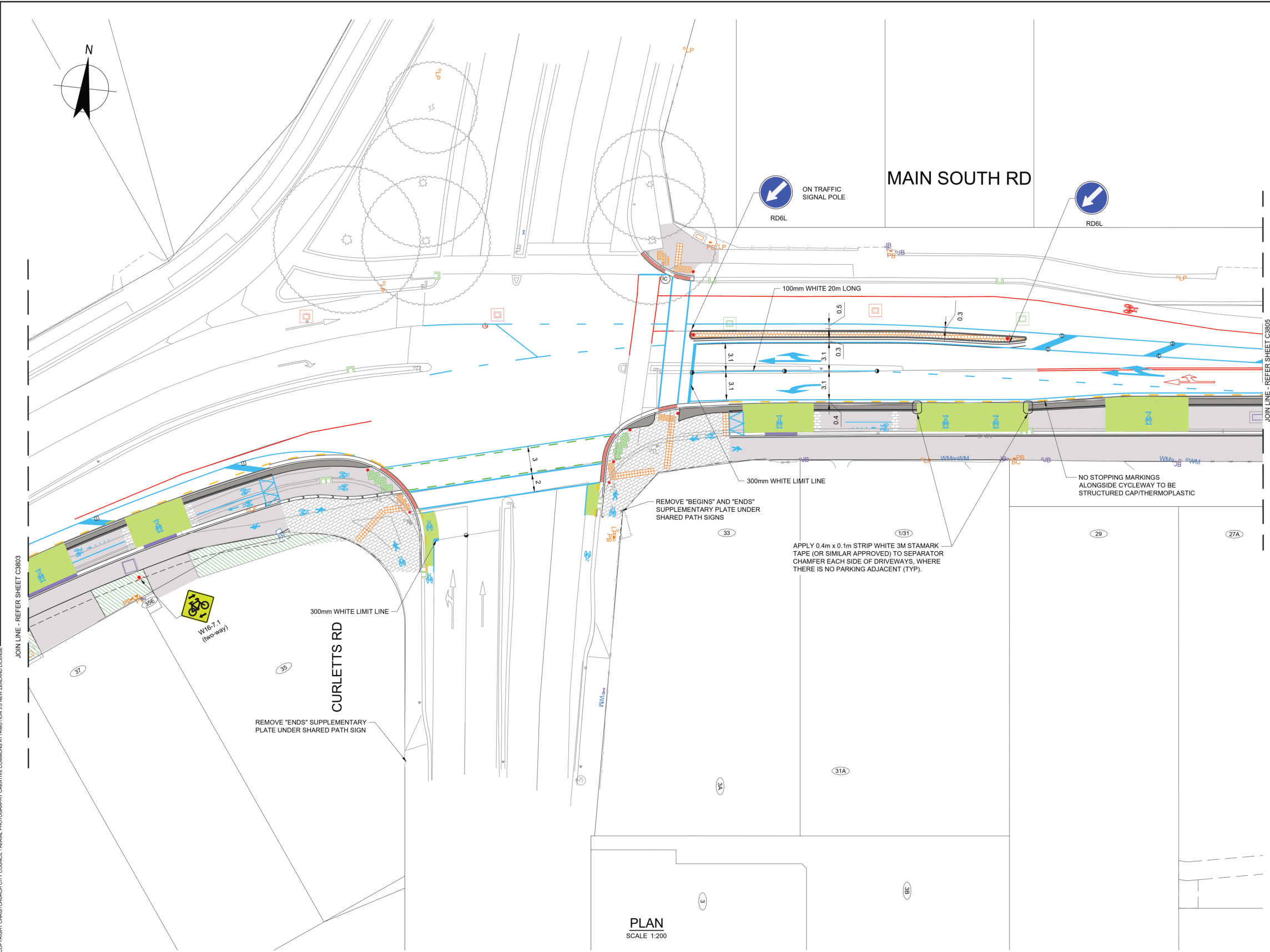


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ROADMARKING KEY	
ROAD MARKINGS:	
	PROPOSED
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	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
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	100mm WHITE LINE
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	CONTINUITY LINE: 1m STRIPE, 3m GAP
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	GIVE WAY TRIANGLE
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	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS \ SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

A	85% DESIGN	MS	05 06 2020
ISSUE	AMENDMENTS	SIGNED	DATE

CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
-	A1	1:200
CAD DRAWING FILE REF: RD366501	DO NOT SCALE	
CPG PROJECT FILE NUMBER	SHEET	
CP502846	R44 - 51	



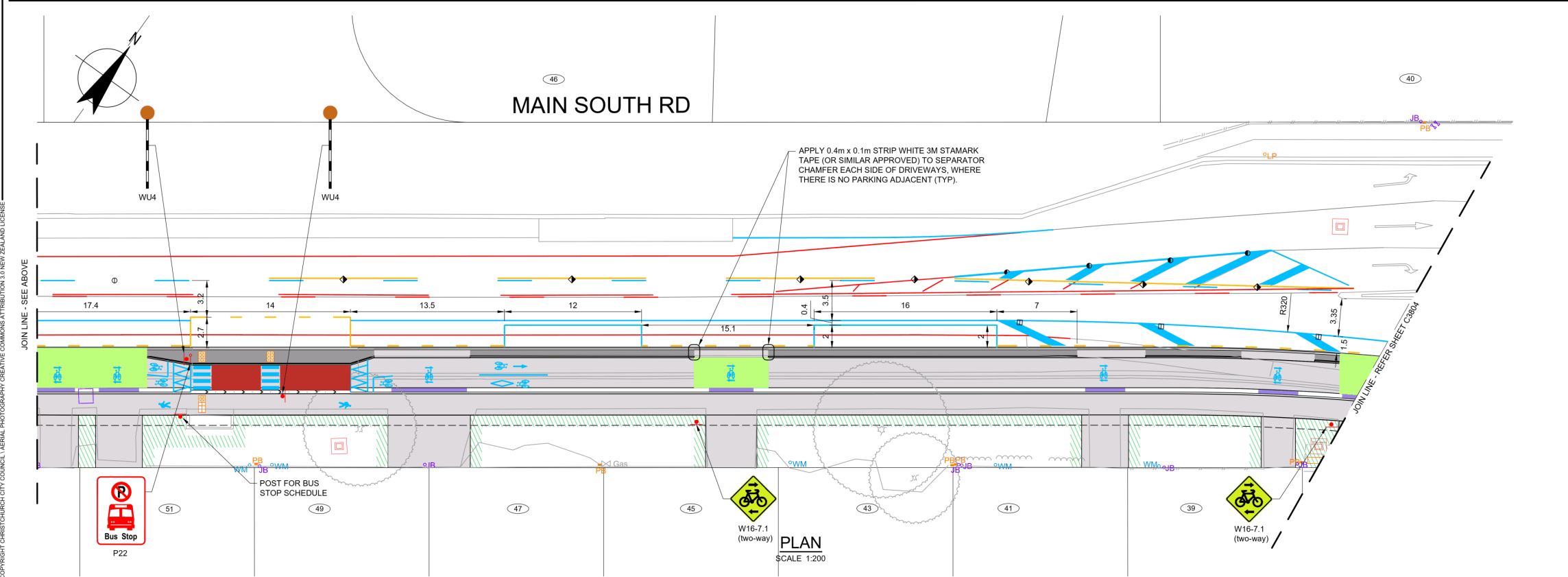
Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM BENCH MK RL SURVEY SURVEY LB DRAIN. REF. SAP WBS	030 POST JAN 2014 BM ENDO 26.311m CIC ONDSROBOTIC MT PLEASANT 2004	DESIGNED DES. REVIEW DRAWN DRW. CHECK FILE LOCATION	B. Dodgshun O. Brown N. Mackle B. Tindick 9909 South Express CAD	SIGNED BD NM NM	DATE 03.03.2020 03.03.2020	APPROVED FOR TENDER DATE SIGNED		CONSULTANT PELOTON Beca GHD Stantec	CONSULTANT PROJECT REF. 3385027 / 0600	CONSULTANT FILE REF. C3804	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 3 BALLANTYNE AVE \ MAIN SOUTH RD \ CRAVEN ST	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 4	CONTRACT NUMBER CP502846	ORIGINAL SHEET SIZE A1	SCALES 1:200
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Note: * Indicates signatures on original issue of drawing or last revision of drawing

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	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
	TWO WAY SHARED PATH AT ACCESSWAYS TO MCR-SD006A
	CYCLEWAY SHARROW TO MCR-SD006C
RRPMs:	
	WHITE MONO
	RED MONO
	WHITE BI DIRECTIONAL
	WHITE/YELLOW BI DIRECTIONAL
	YELLOW BI DIRECTIONAL
SIGNS & SIGNALS	
	CANTILEVER STYLE SIGN/POST
	STANDARD SIGN/POST
	TRAFFIC SIGNAL POLE

A	85% DESIGN	MS	05 06 2020
ISSUE	AMENDMENTS	SIGNED	DATE
CONTRACT NUMBER		ORIGINAL SHEET SIZE	SCALES
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CPG PROJECT FILE NUMBER		SHEET	
CP502846		R43	51

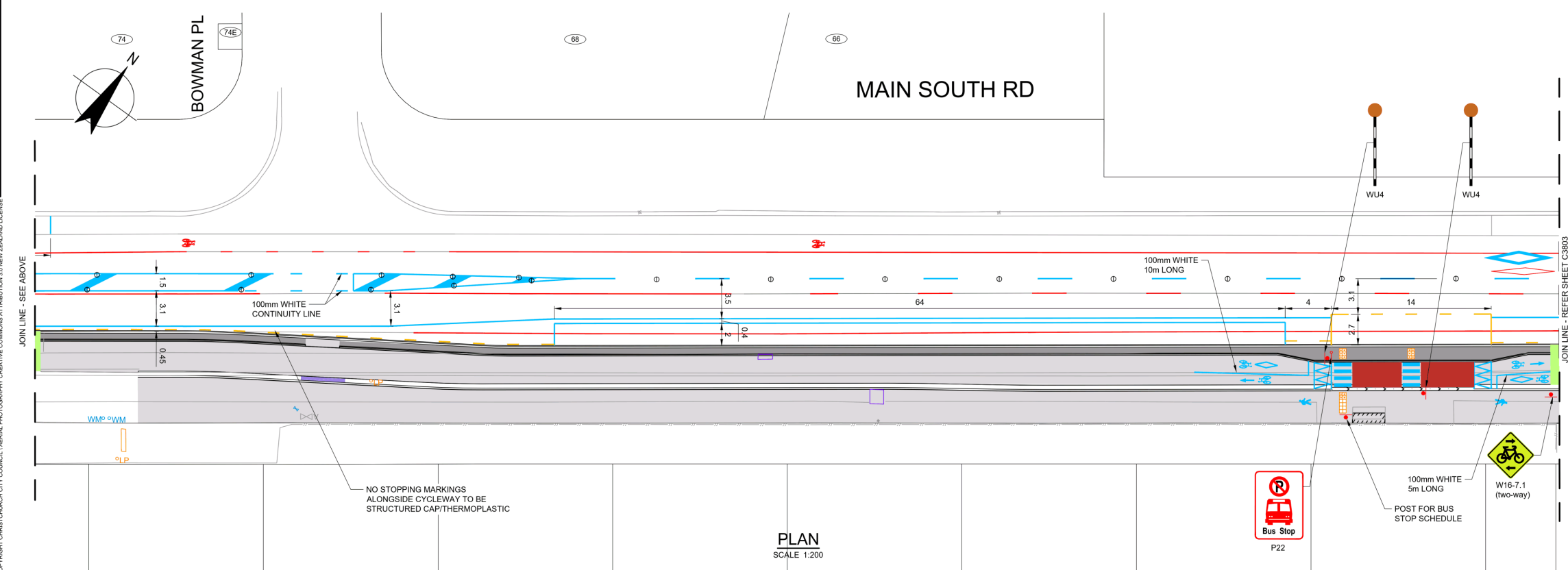
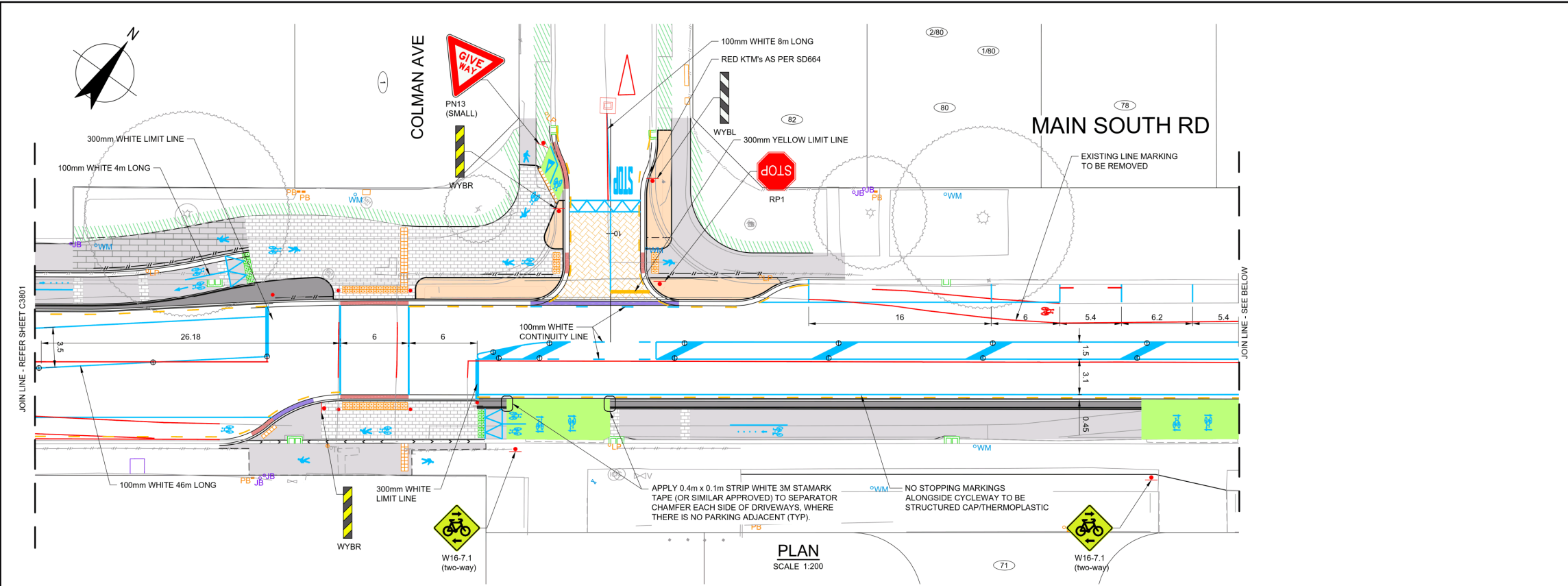


Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM: BM 1000 BENCH MK: RL 26.31m SURVEY: C1003 SURVEY LB: C1003 DRAIN REF: SAP WBS DESIGNED: B. Dodgson DES REVIEW: O. Brown DRAWN: N. Mackie CHK: B. Tindick FILE LOCATION: 9609 South Express CAD FILE REF: 3385027-4000-C3801 To C3806.dwg PRINTED: 05/06/2020 5:04 PM Blair	NAME: B. Dodgson SIGN: BD DATE: 03.03.2020	APPROVED FOR TENDER DATE: 03.03.2020 FOR CONSTRUCTION DATE: 03.03.2020	CONSULTANT: PELOTON Beca GHD Stantec CONSULTANT PROJECT REF: 3385027 / 0600 CONSULTANT FILE REF: C3803	PROJECT TITLE: MCR - SOUTH EXPRESS SECTION 3 BALLANTYNE AVE \ MAIN SOUTH RD \ CRAVEN ST This Drawing must not be used for Construction unless signed as Approved	DRAWING TITLE: SIGNAGE AND LINEMARKING PLAN SHEET 3	CONTRACT NUMBER: CP502846 ORIGINAL SHEET SIZE: A1 SCALES: 1:200 DO NOT SCALE
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- NOTES:
- FOR FULL LEGEND AND NOTES REFER TO DRAWING C1003.
 - ALL NEW SIGNS ARE TO BE INSTALLED ON NEW SOCKET FOUNDATIONS AND POSTS UNLESS OTHERWISE SPECIFIED.
 - ALL NEW AND RELOCATED SIGNS TO HAVE 400mm CLEARANCE FROM EDGE OF SIGN TO FACE OF KERB.
 - ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
 - ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
 - KTM's TO BE INSTALLED ON PEDESTRIAN REFUGE ISLANDS AS PER SD635 CSS.
 - ALL NEW LINES MARKING TO TIE INTO EXISTING.
 - APPROACH SIGNAGE. INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY	
ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING (NOTE: TO BE REFLECTORISED)
	NO OVERTAKING
	100mm WHITE LINE
	300mm LIMIT LINE
	STOP LIMIT LINE
	CONTINUITY LINE. 1m STRIPE, 3m GAP
	DRIVEWAY CONTINUITY LINE. 1m STRIPE, 2m GAP
	LANE LINE. 3m STRIPE, 7m GAP
	100mm GREEN CYCLE CROSSING LINES. 1m STRIPE, 1m GAP
	PARKING TICKS
	GIVE WAY TRIANGLE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVE WAY TO SD663
	ONE WAY CYCLEWAY AT ACCESSWAYS TO MCR-SD006A
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A	85% DESIGN	MS	05 06 2020
ISSUE	AMENDMENTS	SIGNED	DATE
CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES	
CAD DRAWING FILE REF. RD366501	A1	1:200	
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CP502846			
		R42 ~ 51	



Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM BENCH MK RL SURVEY SURVEY LB MFL/PLASANT 2004 DRAIN REF. SAP WBS	030 POST JAN 2014 BM EMDO 26.311m CIC ONDSROBOTIC FILE LOCATION 3385027-400-C3801 To C3806.dwg PRINTED ON 05/06/2020 5:04 PM Blair	NAME DESIGNER O. Brown DRAWN N. Mackle CHECKED B. Tindick FILE LOCATION 9909 South Express/CAD	SIGNED BD 03.03.2020 NM 03.03.2020	DATE 03.03.2020	APPROVED FOR TENDER DATE SIGNED	CONSULTANT PELOTON Beca GHD Stantec	CONSULTANT PROJECT REF. 3385027 / 0600	CONSULTANT FILE REF. C3802	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 3 BALLANTYNE AVE \ MAIN SOUTH RD \ CRAVEN ST	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 2	CONTRACT NUMBER CP502846	ORIGINAL SHEET SIZE A1	SCALES 1:200 DO NOT SCALE
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 - APPROACH SIGNAGE, INSTALL W16-7 SIGN 50 - 60m PRIOR TO INTERSECTION LIMIT LINE. LOCATION TO BE CONFIRMED WITH ENGINEER.

ROADMARKING KEY

ROAD MARKINGS:

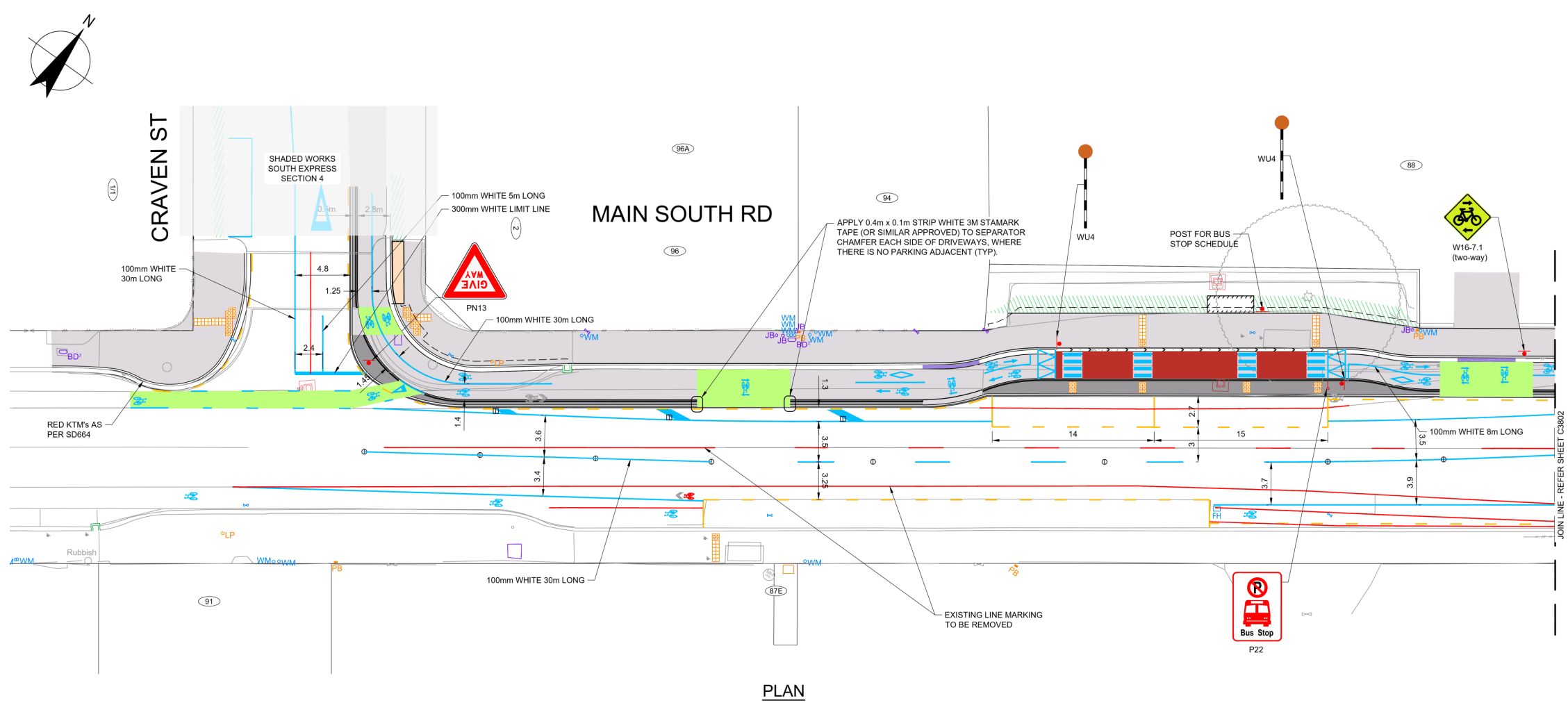
- PROPOSED
- EXISTING TO BE REMOVED
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- CYCLE SYMBOL TO SD661
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RRPMs:

- WHITE MONO
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- YELLOW BI DIRECTIONAL

SIGNS & SIGNALS

- CANTILEVER STYLE SIGN/POST
- STANDARD SIGN/POST
- TRAFFIC SIGNAL POLE



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Christchurch City Council TECHNICAL SERVICES & DESIGN		DATUM BENCH MK RL SURVEY SURVEY LB MT PLEASANT 2004 DRAIN REF. SAP WBS	030 POST JAN 2014 BM ENDO 26.331m CIC GNSS/ROBOTIC FILE LOCATION 3385027-400-C3801 To C3806.dwg PRINTED ON 05/06/2020 5:03 PM Blair	NAME DESIGN DES REVIEW DRAWN DRW CHECK FILE LOCATION 3385027-400-C3801 To C3806.dwg PRINTED ON 05/06/2020 5:03 PM Blair	SIGNED BD NM B. Dodgshun O. Brown N. Mackle B. Tindick	DATE 03.03.2020 03.03.2020	APPROVED FOR TENDER DATE SIGNED	CONSULTANT PELOTON Beca GHD Stantec	CONSULTANT PROJECT REF. 3385027 / 0600	CONSULTANT FILE REF. C3801	PROJECT TITLE MCR - SOUTH EXPRESS SECTION 3 BALLANTYNE AVE \ MAIN SOUTH RD \ CRAVEN ST	DRAWING TITLE SIGNAGE AND LINEMARKING PLAN SHEET 1	CONTRACT NUMBER CP502846	ORIGINAL SHEET SIZE A1	SCALES 1:200 DO NOT SCALE R41 ~ 51
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Note: * Indicates signatures on original issue of drawing or last revision of drawing

11. Plan Change 2 to the Christchurch District Plan - Final approval

Reference / Te Tohutoro: 20/873582

Report of / Te Pou
Matua:

Florian Risse, Assistant Policy Planner florian.risse@ccc.govt.nz

General Manager /
Pouwhakarae:

Brendan Anstiss, General Manager Strategy and Transformation,
Brendan.anstiss@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 This report seeks Council approval to make operative the changes to the Christchurch District Plan introduced by its decision on Plan Change 2.

2. Executive Summary / Te Whakarāpopoto Matua

- 2.1 Plan Change 2 is a Council initiated plan change, which relates to updates undertaken to the Port Hills Slope Instability Management Area Overlays.
- 2.2 The recommendation that the Council adopt the plan change was accepted at the Council meeting on 14th May 2020. The plan change as approved by Council is attached to this report (**Attachment 1**). As no party has given notice of appeal, the Council can now take the necessary steps to make the changes introduced by Plan Change 2 operative.

3. Staff Recommendations / Ngā Tūtohu

That the Urban Development and Transport Committee:

1. Approve, pursuant to clause 17(2) of Schedule 1 to the Resource Management Act 1991, the changes to the District Plan introduced by its decision on Plan Change 2 Updates to the Port Hills Slope Instability Management Areas.
2. Authorise the General Manager, Strategy and Transformation to determine the date on which the changes introduced by Plan Change 2 become operative.

4. Context/Background / Te Horopaki

- 4.1 After the Canterbury earthquakes in 2010 and 2011, GNS slope instability modelling was undertaken in the Port Hills to identify properties affected by or deemed to be at risk from rockfall, cliff collapse or mass movement. The GNS risk models were developed over approximately three years and while the Port Hills Geotechnical Group 'ground-truthed' the results to a certain degree, GNS' life risk models effectively remained at a 'suburb' level.
- 4.2 The District Plan then translated this modelling into mapped hazard areas called Slope Instability Management Areas, represented by overlays in the District Plan. Notwithstanding this, there are cases where the existing District Plan overlays do not match the GNS risk models, which reflects the outcomes of the District Plan Review process. Within areas subject to the overlays, most activities including land use and development requires resource consent under provisions in Chapter 5 of the District Plan.

Changes to be made operative

- 4.3 The proposed change amends the Slope Instability Management Area overlays as shown on the District Plan maps for 100 property titles (84 properties). The effect of those proposed

changes is generally positive with a more permissive set of rules proposed for 83 of the properties subject to changes in the overlays. The exception is one property at 10 Boulder Bay, which is subject to a more restrictive set of rules with the change from Rockfall Management Area 2 to Cliff Collapse Management Area 2.

- 4.4 Without amendments to the Slope Instability Management Areas for the properties in question, affected property owners will continue to have unnecessary restrictions, costs and uncertainty imposed upon them. This may result in property owners being unable to carry out activities on their properties, which may hinder property sales and may be affecting property values.
- 4.5 The reason for the proposed changes is that hazard removal works and/or new technical information has shown that for specific properties there is a different or lesser risk than originally mapped in the District Plan. Despite this, these properties remain subject to the rules for the Slope Instability Management Areas, including rockfall, cliff collapse and mass movement, as defined in the District Plan.
- 4.6 There will be an opportunity in the future to undertake an assessment of risk for other areas and update the Slope Instability Management Areas across the Port Hills. Staff anticipate this to be in the form of rolling reviews, which will be recognised through updating the District Plan using a plan change process every two years (if required), and a comprehensive assessment of around 1,300 properties leading up to 2027 (the 10 year Plan review).

Process

- 4.7 Plan Change 2 to the Christchurch District Plan was notified on 30th September 2019. A total of six submissions were received, five of which were in support of the proposals sought by the plan change. One submission neither supported nor opposed the proposal. A further submission received, supporting the plan change in principle, was deemed invalid for technical reasons.
- 4.8 The Council's planning recommendation report (also called an s42A report) was provided to all parties on 16 January 2020, which sets out recommendations to approve proposed Plan Change 2.
- 4.9 After considering the submissions and planning recommendations report, Commissioner Dawson recommended that the Council adopts Plan Change 2, which was approved on the 14th May 2020.

Strategic Alignment / Te Rautaki Tīaroaro

- 4.10 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

4.10.1 Activity: Strategic Planning and Policy

- Level of Service: 9.5.1.1 Guidance on where and how the city grows through the District Plan. - Maintain operative District Plan

Decision Making Authority / Te Mana Whakatau

- 4.11 The Urban Development and Transport Committee is delegated to make decisions regarding the District Plan.

Previous Decisions / Ngā Whakatau o mua

- 4.12 The Council adopted the recommendations of Commissioner Dawson on Plan Change 2 at its meeting on 14th May 2020.

Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

- 4.13 The decisions in this report are of low significance under the Christchurch City Council's Significance and Engagement Policy. The level of significance is low on the basis that the plan change gives effect to the District Plan's objectives and is localised having regard to the number of affected property owners and reduction in adverse effects on the wellbeing of those property owners affected by the changes.

5. Community Views and Preferences / Ngā mariu ā-Hāpori

- 5.1 Approval of changes to the District Plan under clause 17 of Schedule 1 to the Resource Management Act 1991 is a procedural step that does not require consultation.

6. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 6.1 The recommendation in this report is for the Council to take the procedural step to make operative the changes introduced by its decision on Plan Change 2. The Resource Management Act 1991 requires that, following the end of the appeal period and the resolution of any appeals, the Council must formally approve the changes to the plan under clause 17 of Schedule 1 before the plan change becomes operative on a date that is nominated in a public notice. The plan change has reached the stage where it can be made operative.
- 6.2 There is no legal risk in proceeding with this decision in the absence of any appeals.

7. Next Steps / Ngā mahinga ā-muri

- 7.1 Once the resolution is made by the Council, public notice must be given that the change will become operative on a date specified in the notice. This date must be at least 5 working days after the notice is published.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	PC2 Plan Change as amended by Council decision	181

In addition to the attached documents, the following background information is available:

Document Name	

Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).


(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Authors	Florian Risse - Assistant Policy Planner Mark Stevenson - Team Leader City Planning
Approved By	Brendan Anstiss - General Manager Strategy and Transformation

	<p>Resource Management Act 1991</p> <p>Christchurch District Plan</p> <p>Proposed Plan Change</p>	<p>2</p>
<p>NOTE: The rule amendments proposed in this Plan Change have no legal effect until the Council's decision approving the Change is publicly notified (s 86B).</p> <p>PLAN CHANGE 2 : Port Hills Slope Instability Management Area Overlays Update</p> <p>Explanation</p> <p>The purpose of Plan Change 2 is to amend the planning maps of the District Plan as a result of revised risk assessments for individual properties where the risks of slope instability hazards have either been recalculated or are different than originally modelled.</p> <p>This will be achieved through amendments to the Port Hills Slope Instability Management Areas overlays on Planning Maps 46B, 47B, 52B, 54B and R1B, which affect 84 properties (100 property titles). The changes are summarised as follows:</p> <ul style="list-style-type: none"> • Removal of the Rockfall Management Areas 1/ 2: 7 properties • Adjustment to the boundary of the Rockfall Management Area 1/ 2: 32 properties • Replacement of Rockfall Management Areas 1/ 2 with Remainder of Port Hills and Banks Peninsula Slope Instability Management Area: 51 properties • Removal of Mass Movement Area 2: 4 properties • Replacement of Cliff Collapse Management Area 2 with Rockfall Management Area 2: 5 properties • Replacement of Rockfall Management Area 2 with Cliff Collapse Management Area 2: 1 property <p>The effect of those proposed changes is generally positive with a more permissive set of rules proposed for 99 of the properties subject to changes in the overlays. The exception is one property at 10 Boulder Bay, which is subject to a more restrictive set of rules with the change from Rockfall Management Area 2 to Cliff Collapse Management Area 2.</p> <p>Key elements of the proposed changes:</p> <ul style="list-style-type: none"> • Adjustment of Port Hills Slope Instability Management Area overlays on Planning Maps 46B, 47B, 52B, 54B and R1B. 		
<p>Date Limited Notified: 30 September 2019</p> <p>Council Decision: 14 May 2020</p> <p>Plan Details: Planning Maps 46B, 47B, 52B, 54B and R1B</p>	<p>Date Operative:</p> <p>File No: PL/DP/2</p> <p>TRIM No: FOLDER19/117</p>	

Reasons for the change

After the Canterbury earthquakes, GNS modelled slope instability to indicate which Port Hills properties were affected by, or deemed to be at risk from rockfall, cliff collapse or mass movement. This information is displayed in the Christchurch District Plan as mapped hazard areas, called Slope Instability Management Area overlays, and in these areas, most development require resource consent.

Updated information is now available for 100 property titles where the risk has been removed or identified as being different than originally anticipated. Amendments to the Slope Instability Management Area overlays avoid imposing unnecessary restrictions on property owners and accords with a policy commitment to regularly update the District Plan to reflect latest hazard information from site-specific assessments (Policy 5.2.2.4.2).

The Plan Change proposes the following **amendments**:

- a. Amend Planning Maps 46B, 47B, 52B, 54B and R1B to change the Slope Instability Management Areas of the subject sites as specified below.

Note:

The amended Planning Maps are shown after the enlargement maps (before and after maps).

The enlargement maps do not form part of this plan change and are not included in the Christchurch District Plan. Their only purpose in this document is to provide clarity as to the proposed changes, which may otherwise be difficult to see at the scale of the individual Planning Maps.

Planning Maps

Planning Map 46B

Amend Planning Map 46B by removing the Rockfall Management Area 1 and Rockfall Management Area 2 overlays in specific areas, as shown in the map 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 1'.

Amend Planning Map 46B by removing the Rockfall Management Area 1 and Rockfall Management Area 2 overlays in specific areas and by adjusting the boundary of the Mass Movement Management Area 2 so that it follows property boundaries, as shown in the map 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 2'.

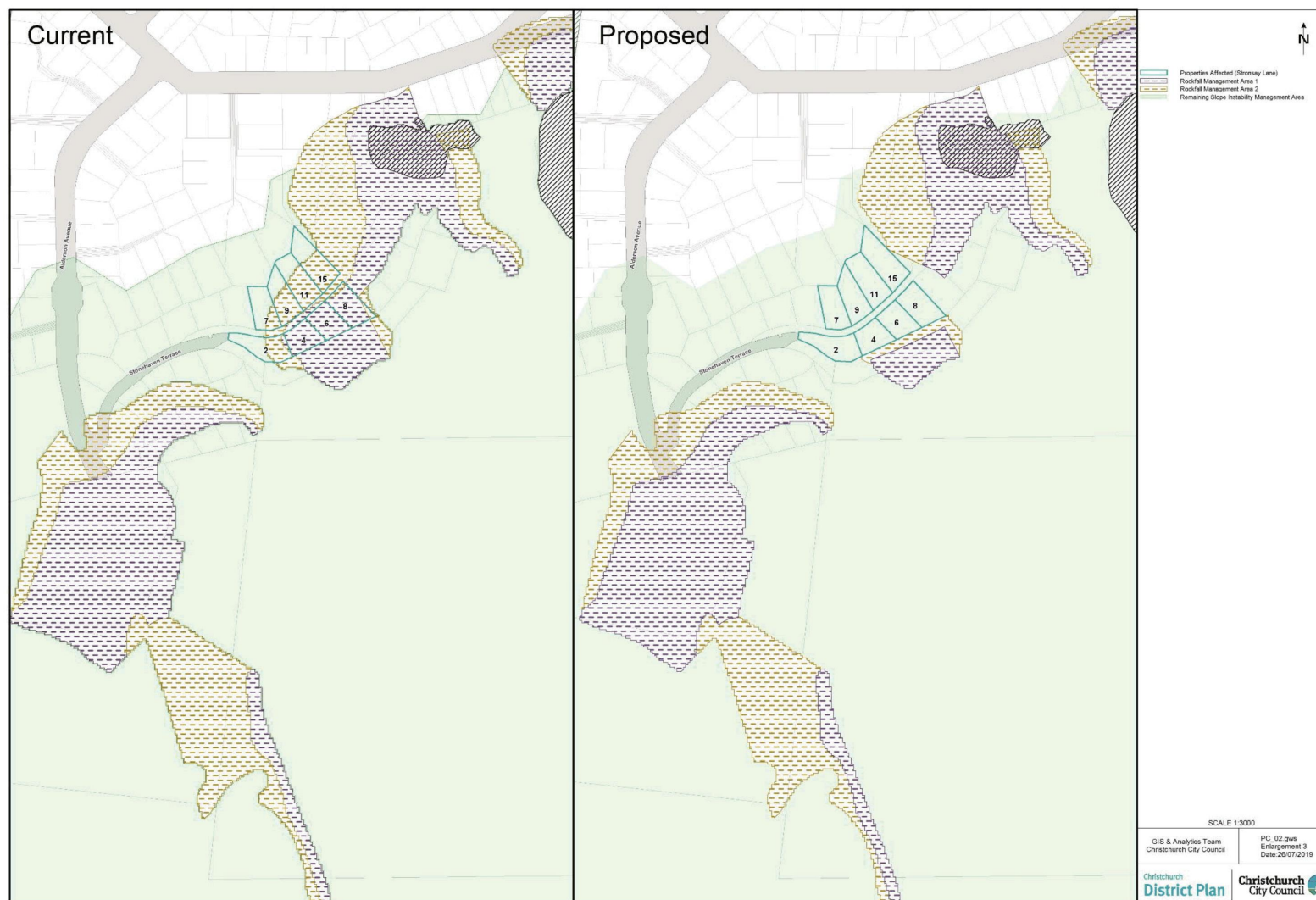
Amend Planning Map 46B by removing and adjusting the Rockfall Management Area 1 and Rockfall Management Area 2 overlays in specific areas, as shown in the map 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 3'.



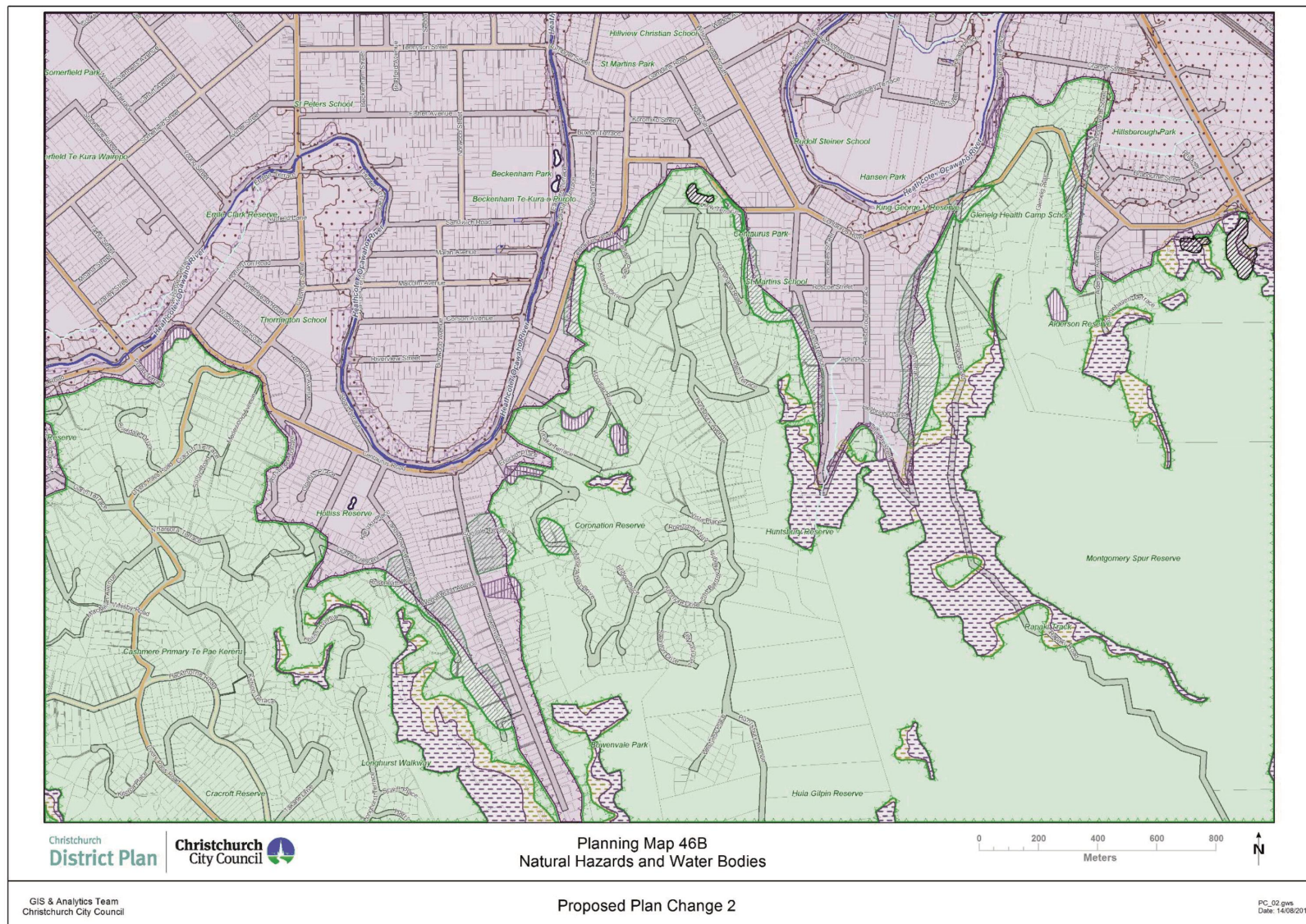
Proposed Plan Change 2 - Slope Instability Overlays. Enlargement 1



Proposed Plan Change 2 - Slope Instability Overlays. Enlargement 2

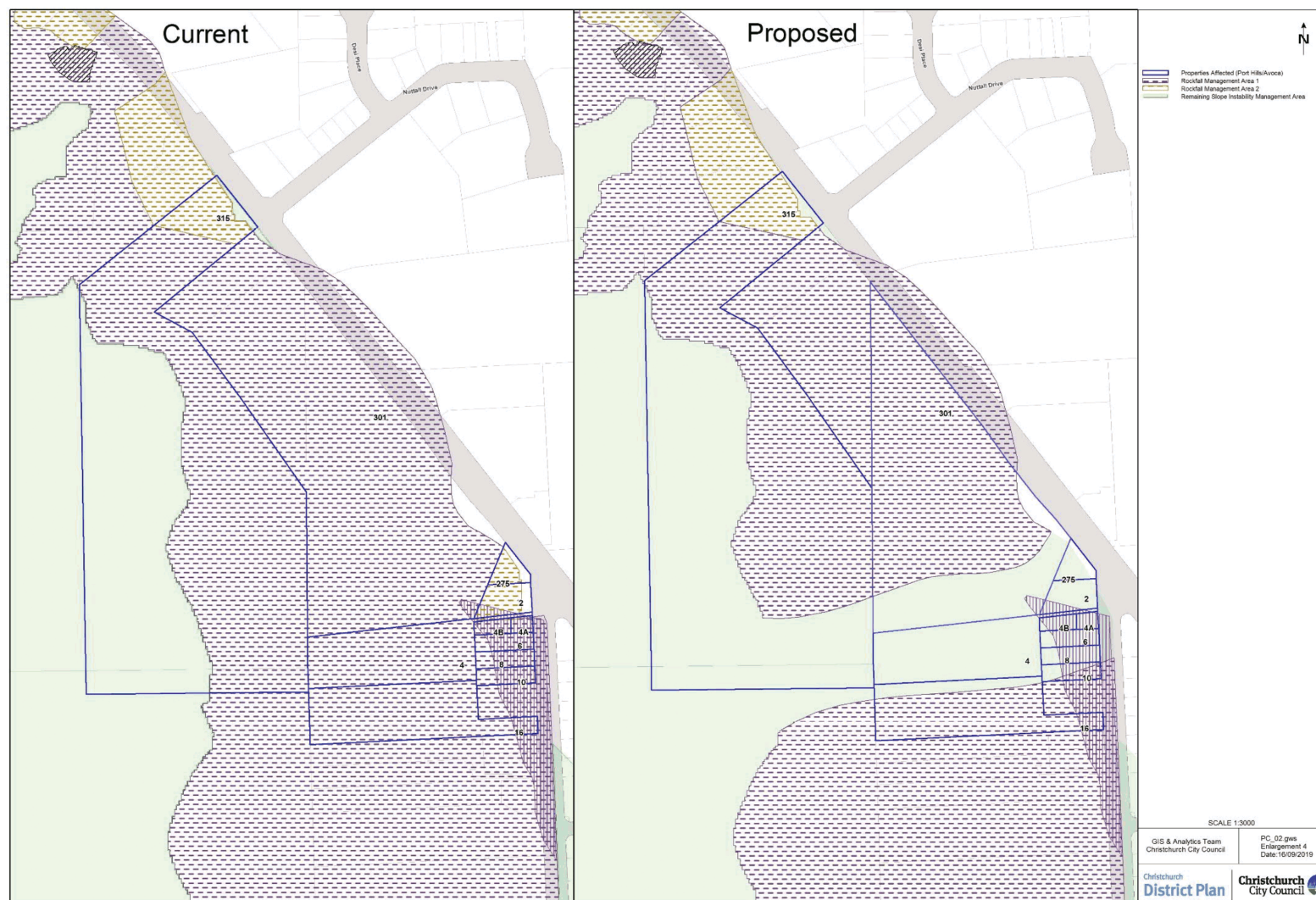


Proposed Plan Change 2 - Slope Instability Overlays. Enlargement 3

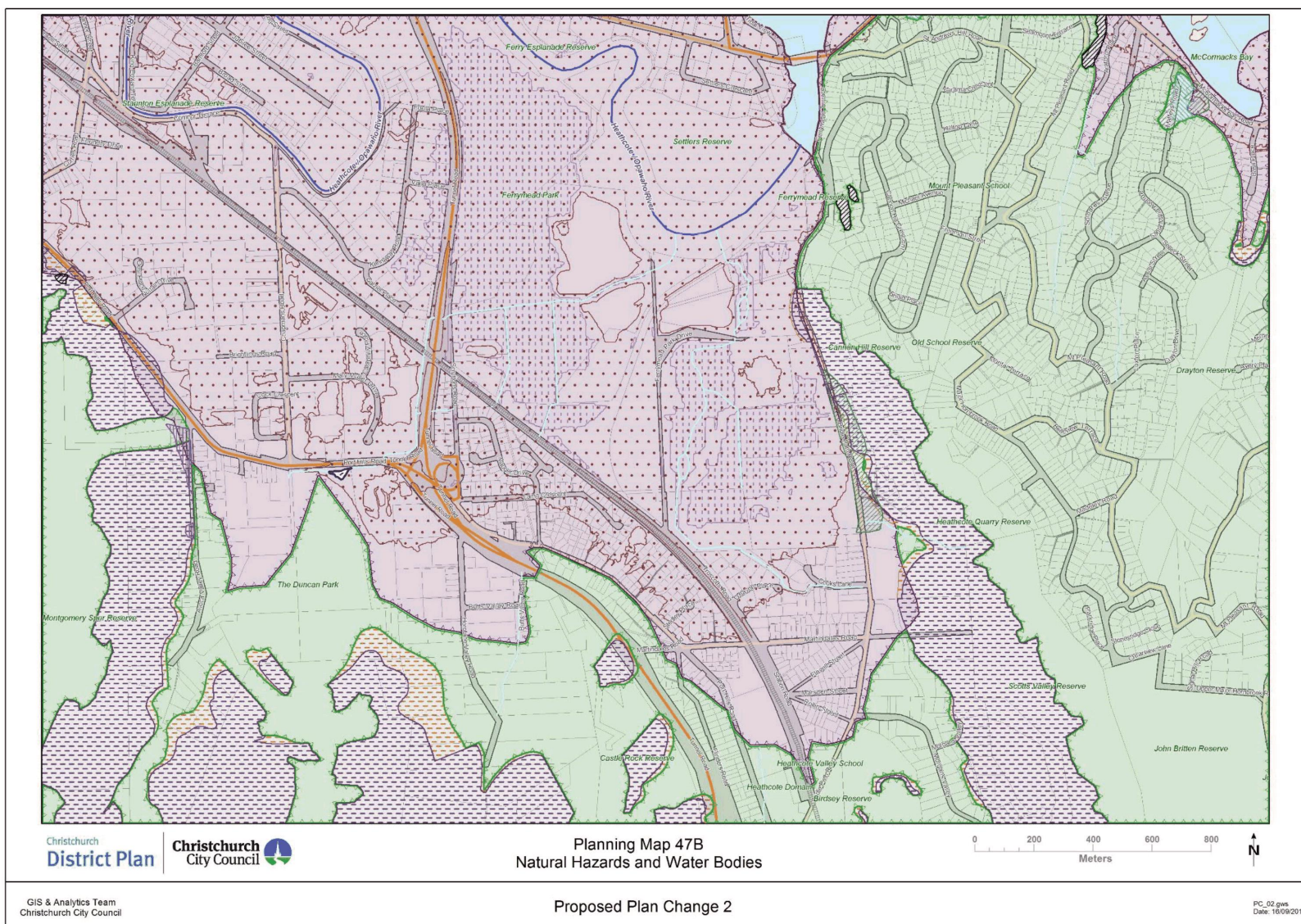


Planning Map 47B

Amend Planning Map 47B by removing the Rockfall Management Area 1 and Rockfall Management Area 2 overlays in specific areas, as shown in the map 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 4'.



Proposed Plan Change 2 - Slope Instability Overlays. Enlargement 4

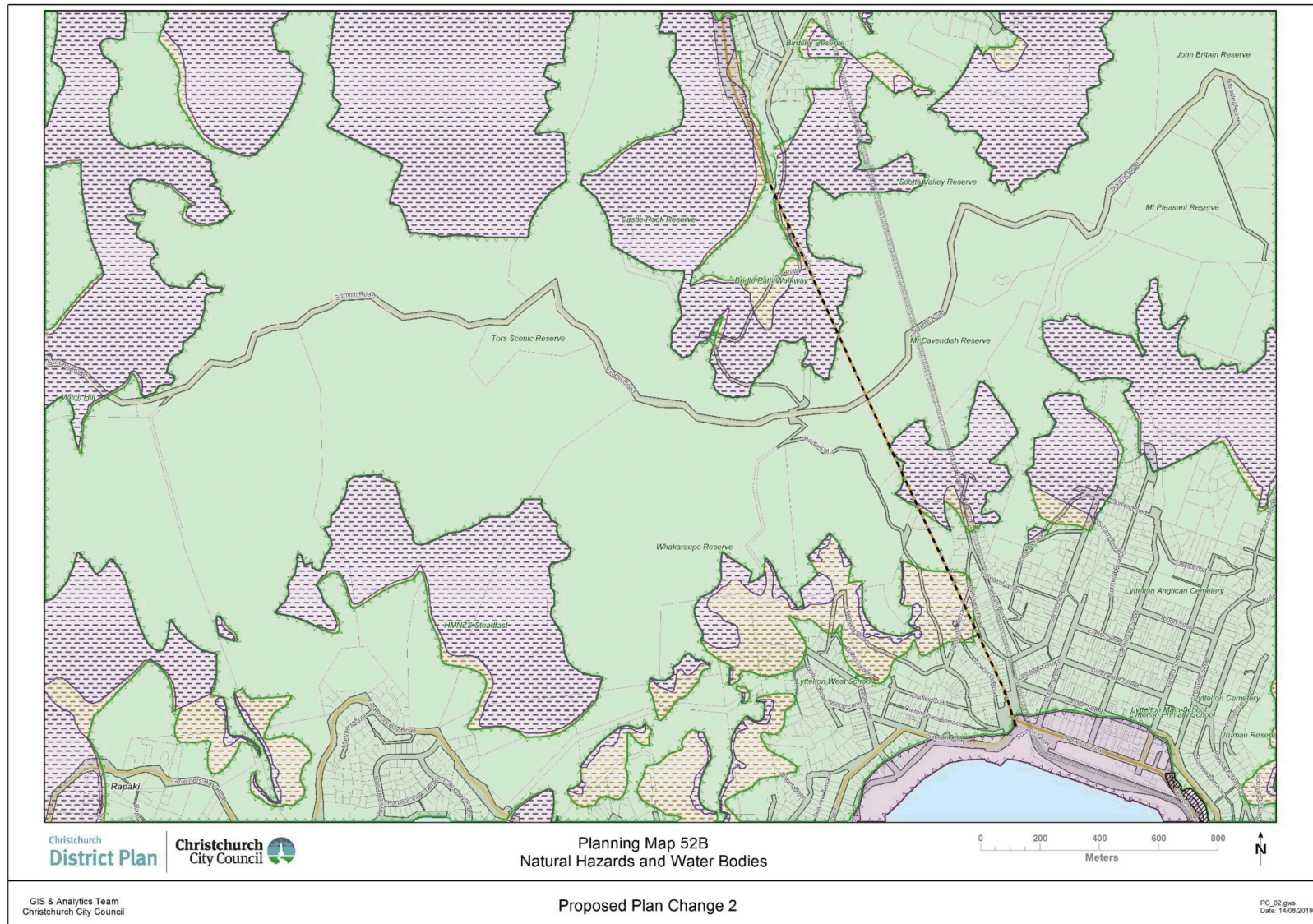


Planning Map 52B

Amend Planning Map 52B by removing the Rockfall Management Area 1 and Rockfall Management Area 2 overlays in specific areas, as shown in the map 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 5'.



Proposed Plan Change 2 - Slope Instability Overlays. Enlargement 5



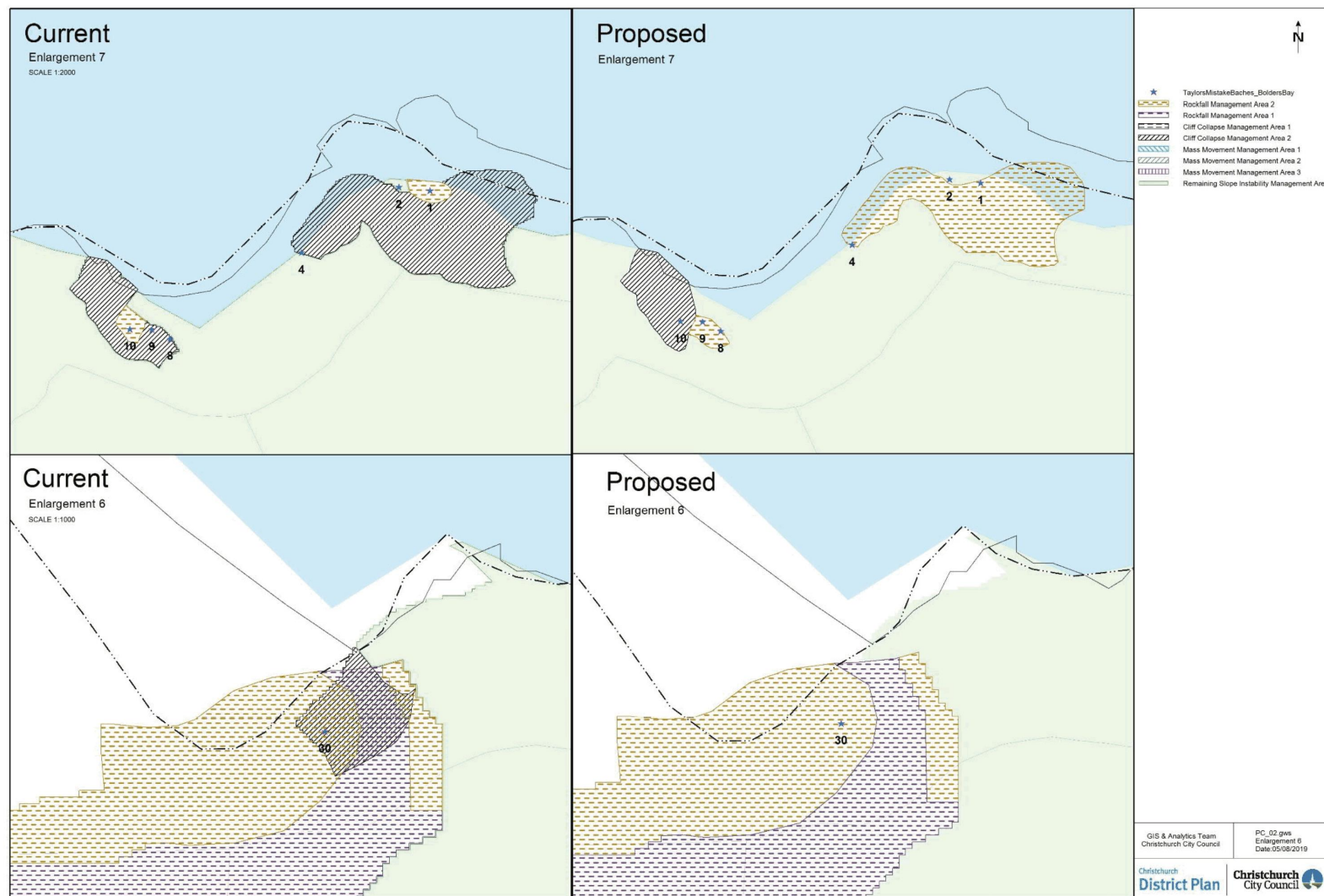
Planning Map 54B

Amend Planning Map 54B by:

Replacing Cliff Collapse Management Area 2 with Rockfall Management Area 2 and replacing Rockfall Management Area 2 with Cliff Collapse Management Area 2 as shown in Enlargement 7; and

Removing Cliff Collapse Management Area 2 in Enlargement 6.

The proposed amendments are shown in 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 6 and 7'.



Proposed Plan Change 2 - Slope Instability Overlays. Enlargements 6 and 7



Planning Map R1B

Amend Planning Map R1B as per the amendments to Planning Maps 52B and 54B.

Areas affected are:

Lyttelton

Boulder Bay baches x 5

Taylors Mistake bach x 1

