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**Christchurch City Council**  
**MINUTES**

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**Date:** Thursday 21 September 2023  
**Time:** 9.04am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson	Deputy Mayor Pauline Cotter
Deputy Chairperson	Councillor Kelly Barber
Members	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Sara Templeton

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**Principal Advisor**

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**Karakia Tīmatanga:** Given by all Councillors.

Deputy Mayor Cotter assumed the Chair. The agenda was dealt with in the following order.

## 1. Apologies Ngā Whakapāha

### Council Resolved CNCL/2023/00108

That the apologies for absence on the 21<sup>st</sup> September 2023 from the Mayor and Councillors Gough, Harrison-Hunt and MacDonald be received.

Councillor Coker/Councillor McLellan

**Carried**

Councillor Henstock joined the meeting at 9.07am.

## 2. Declarations of Interest Ngā Whakapuaki Aronga

Councillor Keown declared an interest in Item 15 - Linwood Village Streetscape Scheme Amendments.

## 3. Public Participation Te Huinga Tūmatanui

### 3.1 Public Forum Te Huinga Whānui

There were no public forum presentations.

Councillor Scandrett left the meeting at 9.19am and returned at 9.25am during the staff presentation.

### Staff Presentation

Council officers Jacob Bradbury, Ryan Rolston and Samantha Smith joined the table to give a brief presentation on the Transport Choices projects.

### Attachments

A Staff - Presentation to Council

### 3.2 Deputations by Appointment Ngā Huinga Whakaritenga

#### 3.2.1 – Way Safer Streets – Transport Choices Deputations

3.2.74 The following presenters spoke in support of their submissions to the Way Safer Streets consultation:

**Item 3.2.1** – Chairperson Paul McMahon and Deputy Chairperson Jackie Simmons spoke on behalf of Waitai Coastal-Burwood-Linwood Community Board regarding multiple projects.

**Item 3.2.2** – Chairperson Callum Ward and Deputy Chairperson Keir Leslie spoke on behalf of Waihoru Spreydon-Cashmere-Heathcote Community Board regarding multiple projects.

Councillor Scandrett left the meeting at 9.48am and returned at 9.51am during consideration of Item 3.2.3.

**Item 3.2.3** – Chairperson Emma Norrish spoke on behalf of Waipapa Papanui-Innes-Central Community Board regarding multiple projects.

**Item 3.2.4** – David Hawke spoke on behalf of the Halswell Residents' Association regarding multiple projects.

**Item 3.2.5** – Fiona Bennetts spoke via audio/visual link regarding multiple projects.

**Item 3.2.6** – Cody Cooper spoke via audio/visual link regarding multiple projects.

**Item 3.2.7** – George Laxton spoke via audio/visual link regarding multiple projects.

Councillor Keown left the meeting at 10.16am and returned at 10.19am during consideration of Item 3.2.9.

**Item 3.2.9** – Robin Hull spoke on behalf of Rhona Street Residents regarding Rhona Street.

The meeting adjourned at 10.24am and reconvened at 10.55am.

**Item 3.2.10** – Cameron James Bradley spoke regarding multiple projects.

**Item 3.2.11** – Rod Mckay spoke regarding Westmorland and provided a presentation (Attachment A).

**Item 3.2.14** – Karen Whitla spoke regarding Westmorland.

**Item 3.2.16** – Richard Hamilton spoke regarding Westmorland.

**Item 3.2.18** – David Diggs spoke regarding Westmorland.

**Item 3.2.19** – Lindsay Richards spoke on behalf of the Westmorland Residents' Association regarding Westmorland.

The meeting submitted questions to staff for further investigation during a break in deputation submitters.

**Item 3.2.24** – Lynette Hartley spoke regarding Westmorland.

The meeting adjourned at 11.36am and reconvened at 11.48am. Councillors Barber, Donovan, and McLellan were not present at this time.

Councillor Donovan returned to the meeting at 11.50am.

Councillor McLellan returned to the meeting at 11.51am.

**Item 3.2.20** – Iain McDonald spoke regarding Westmorland.

**Item 3.2.21** – Dave Lane spoke regarding Westmorland and provided a presentation (Attachment B).

**Item 3.2.22** – Bryan Noonan spoke regarding Westmorland.

**Item 3.2.23** – Alan Clelland spoke regarding Westmorland and provided a presentation (Attachment C).

The meeting submitted questions to staff for further investigation during a break in deputation submitters.

**Item 3.2.72** – Georgina Stanley spoke on behalf of the Smith Street Community Farm regarding Smith Street.

The meeting adjourned at 12.24pm and reconvened at 2.02pm. Councillors Henstock and Fields were not present at this time.

Councillor Henstock returned to the meeting at 2.04pm.

Councillor Fields returned to the meeting via audio/visual link at 2.06pm.

**Item 3.2.25** – Julian Odering spoke on behalf of Oderings Nurseries Limited regarding Westmorland and provided speaking notes (Attachment D).

**Item 3.2.26** – Logan Austin spoke regarding Westmorland and provided speaking notes (Attachment E).

**Item 3.2.71** – Jessie Trevella spoke on behalf of the Cashmere Early Learning Centre regarding Westmorland and provided a presentation (Attachment F).

**Item 3.2.27** – Vikki Hart spoke regarding Westmorland.

**Item 3.2.28** – J N Morris spoke regarding Westmorland and provided a presentation (Attachment G).

**Item 3.2.70** – Elizabeth Jean Graham spoke regarding the Transport Choices consultation process and provided speaking notes (Attachment H).

Councillor Fields left the meeting via audio/visual link at 2.38pm.

**Item 3.2.30** – Wayne Carey spoke regarding Simeon Street.

**Item 3.2.51** – Paul McGarry spoke on behalf of McDonald's Linwood regarding Te Aratai and provided a presentation (Attachment I).

**Item 3.2.32** – Teresa Allpress spoke via audio/visual link regarding Simeon Street.

**Item 3.2.33** – Izaak Wybourne spoke via audio/visual link regarding Simeon Street.

The meeting submitted questions to staff for further investigation during a break in deputation submitters.

The meeting adjourned at 3.01pm and reconvened at 3.39pm. Councillor McLellan was not present at this time.

Councillor McLellan returned at 3.45pm during consideration of Item 3.2.37.

**Item 3.2.37** – Jennifer Horsburgh spoke regarding Westmorland.

**Item 3.2.36** – Lee Hogsden spoke via audio/visual link regarding Simeon Street.

**Item 3.2.38** – Andrew Reynolds spoke regarding Simeon Street.

**Item 3.2.39** – Stehen Judd spoke regarding Simeon Street.

**Item 3.2.73** – Patricia Siutaga spoke regarding Simeon Street.

**Item 3.2.42** – Nigel Grant Urquhart spoke regarding Westmorland.

**Item 3.2.44** – Raviv Carasuk spoke regarding multiple projects.

**Item 3.2.45** – Melanie and Owen Smith spoke regarding Westmorland.

The meeting adjourned at 4.25pm to 9.00am Friday, 22 September 2023, Council Chambers, Civic Offices.

UNCONFIRMED

The meeting reconvened at 9.02am, Friday 22 September 2023, Council Chambers, Civic Offices.

## Apologies

### Council Resolved CNCL/2023/00109

That the apologies for absence from the Mayor and Councillors Gough, Harrison-Hunt, MacDonald and Scandrett, for partial absence from Councillors Keown and Henstock, and for lateness from Councillor Fields on the 22<sup>nd</sup> September 2023 be accepted.

Councillor Henstock/Councillor McLellan

**Carried**

Councillor Johanson joined the meeting at 9.03am.

**Item 3.2.74** – Heath Ling spoke on behalf of Steadfast Books regarding Te Aratai and provided speaking notes (Attachment J).

Councillor Fields joined the meeting at 9.22am.

**Item 3.2.47** – Kristin Hoskin spoke regarding Te Aratai.

**Item 3.2.49** – Joanne Easterbrook spoke regarding Te Aratai.

**Item 3.2.50** – Verity Halkett spoke regarding Smith Street.

**Item 3.2.52** – Students Lena Norton, Emily Easterbrook and Lizzie Stapleton spoke on behalf of Te Aratai College regarding Te Aratai.

**Item 3.2.55** – Stephen Watt spoke regarding Aidanfield and provided a presentation (Attachment K).

**Item 3.2.56** – Danielle Flower spoke regarding Aidanfield.

**Item 3.2.54** – Robert Carter spoke regarding Aidanfield.

**Item 3.2.53** – Jo-Anne Bethell spoke via audio/visual link regarding Te Aratai.

The meeting submitted questions to staff for further investigation during a break in deputation submitters.

The meeting adjourned at 10.08am and reconvened at 10.16am. Councillor Moore was not present at this time.

**Item 3.2.62** – Craig Given spoke regarding Richmond.

Councillor Moore returned to the meeting at 10.27am during consideration of Item 3.2.60.

**Item 3.2.60** – Hope Gillespie spoke regarding Te Aratai.

The meeting adjourned at 10.31am and reconvened at 10.47am. Councillor Barber was not present at this time.

Councillor Barber returned to the meeting at 10.50am during consideration of Item 3.2.61.

**Item 3.2.61** – Nick Reid spoke regarding Richmond.

**Item 3.2.63** – Tim Blundell spoke regarding Richmond.

**Item 3.2.64** – Greg Partridge spoke regarding Richmond and provided a presentation (Attachment L).

**Item 3.2.65** – Sharon Liu spoke regarding Richmond.

Councillor McLellan left the meeting at 11.14am during consideration of Item 3.2.66.

**Item 3.2.66** – Gabriel Taite spoke via audio/visual link regarding School Safety Linwood.

Councillor McLellan returned to the meeting at 11.19am during consideration of Item 3.2.67.

**Item 3.2.67** – Aaron Ghattas spoke regarding School Safety Linwood and provided a presentation (Attachment M).

#### **Deputation Attachments**

- A Rod Mckay - Presentation to Council
- B Dave Lane - Presentation to Council
- C Alan Clelland - Presentation to Council
- D Julian Odering on behalf of Oderings Nurseries Ltd - Presentation to Council
- E Logan Austin - Presentation to Council speaking notes
- F Jessie Trevella on behalf of Cashmere Early Learning Centre - Presentation to Council
- G J N Morris - Presentation to Council
- H Elizabeth Jean Graham - Speaking Notes
- I Paul McGarry on behalf of McDonald's Linwood - Presentation to Council
- J Heath Ling on behalf of Steadfast Books - Presentation to Council speaking notes
- K Stephen Watt - Presentation to Council
- L Greg Partridge - Presentation to Council
- M Aaron Ghattas - Presentation to Council

The meeting adjourned at 11.28am and reconvened at 1.00pm. Councillors Donovan and Henstock were not present at this time.

#### **4. Presentation of Petitions Ngā Pākikitanga**

There was no presentation of petitions.

At the commencement of each Transport Choices report, Council Officers Jacob Bradbury, Ryan Rolston, and Samantha Smith joined the table to provide a brief overview of the project and applicable

consultation feedback. Other Council Officers joined the table ad hoc to answer any technical questions raised by the meeting.

Councillor Donovan returned to the meeting at 1.14pm during consideration of Item 9.

## **9. Transport Choices - School Safety Linwood**

The Officer recommendations were Moved by Councillor McLellan and Seconded by Councillor Coker.

Councillor Johanson Moved an amendment (refer to recommendation 69 below), which was Seconded by Councillor Barber. At the conclusion of debate on both the amendment and the motion, the amendment was put to the vote and declared lost.

The meeting then voted on the substantive motion which was declared carried.

### **Council Resolved CNCL/2023/00110**

#### **Officer Recommendations accepted without change**

That the Council:

##### General

1. Approves the following recommendations, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
2. Approves that the traffic controls, stopping and/or parking restrictions described in the recommendations of this report take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations) and, in the case of traffic signal infrastructure, activated.
3. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) in so far as they conflict with the recommendations of this report be revoked.
4. Approves that construction of the Linwood School Safety project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.

##### Worcester Street / Woodham Road / Rowcliffe Crescent (Attachment A)

##### *General Arrangements*

5. Approves the road layout, including all kerb alignments, road surface treatments, traffic islands, traffic calming features and road markings on Worcester Street, Rowcliffe Crescent and Woodham Road, as detailed on plan TG361601 in **Attachment A**.

##### *Pedestrian / Cycle Facilities*

6. Approves that a pedestrian crossing be installed on Woodham Road, located 12 metres west of its intersection with Worcester Street, in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004 and as detailed on Attachment A to the report on the meeting agenda.



7. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a priority cycle crossing be established on Woodham Road at a point 16 metres west of its intersection with Worcester Street and as detailed on Attachment A and further approves that Give Way controls are placed against traffic approaching the crossing requiring that traffic to give way to users of the cycle crossing facility (in addition to users of the adjacent pedestrian crossing). These Give Way controls are to be evidenced by signs and/or markings installed in accordance with Land Transport Rule: Traffic Control Devices 2004.
8. Approves that a special vehicle (cycle) lane be installed on the south side of Woodham Road for westbound cyclists only, commencing at a point 48 metres east of its intersection of Worcester Street and extending in a westerly direction for a distance of 104 metres, as detailed on Attachment A.
9. Approves that a special vehicle (cycle) lane be installed on the north side of Woodham Road for eastbound cyclists only, starting from a point 100 metres west of the intersection of Rowcliffe Street and extending in an easterly direction for a distance of 124 metres, as detailed on Attachment A.
10. Approves that the pathway on the north side of Woodham Road, commencing at a point 87 metres west of its intersection with Rowcliffe Crescent and extending in an easterly direction for a distance of 24 metres be a bi-directional shared pedestrian/cycle pathway in accordance with section 11.4 of the Land Transport Act – Traffic Control Devices Rule: 2004, as detailed on Attachment A to the report on the meeting agenda.
11. Approves that the pathway on the south side of Woodham Road, commencing at a point 8 metres west of its intersection with Worcester Street and extending in a westerly direction for a distance of 14 metres be a bi-directional shared pedestrian/cycle pathway in accordance with section 11.4 of the Land Transport Act – Traffic Control Devices Rule: 2004, as detailed on Attachment A to the report on the meeting agenda.

*Traffic Controls*

12. Approves that the northern approach of Rowcliffe Crescent at its intersection with Woodham Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

*Parking and Stopping Restrictions*

13. Approves that the stopping of vehicles be prohibited at any time on the north side of Woodham Road commencing at its intersection with Rowcliffe Crescent and extending in a westerly direction for a distance of 87 metres.
14. Approves that the stopping of vehicles be prohibited at any time on the north side of Woodham Road commencing at its intersection with Rowcliffe Crescent and extending in an easterly direction for a distance of 17 metres.
15. Approves that the stopping of vehicles be prohibited at any time on the south side of Woodham Road commencing at its intersection with Worcester Street and extending in an easterly direction for a distance of 60 metres.
16. Approves that the stopping of vehicles be prohibited at any time on the south side of Woodham Road commencing at its intersection with Worcester Street and extending in a westerly direction for a distance of 40 metres.
17. Approves that the parking of all vehicles be restricted to a maximum period of 10 minutes, on the south side of Woodham Road commencing at a point 60 metres west of

its intersection with Worcester Street and extending in a westerly direction for a distance of 12 metres.

18. Approves that the parking of all vehicles be restricted to a maximum period of 10 minutes, on the northwest side of Worcester Street commencing at a point 15 metres southwest of its intersection with Woodham Road and extending in a south-westerly direction for a distance of 13 metres.

Ngarimu Street, Holland Street, Rowcliffe Crescent (Attachment B)

*General Arrangements*

19. Approves the road layout, including all road surface treatments, traffic calming features and road markings on Ngarimu Street, Rowcliffe Crescent and Holland Street, as detailed on plan TG361601 in **Attachment B**.

*Parking and Stopping Restrictions*

20. Approves that the stopping of vehicles be prohibited at any time on the west side of Ngarimu Street commencing at a point 186 metres north of its intersection with Woodham Road and extending in a northerly direction for a distance of 18 metres.
21. Approves that the stopping of vehicles be prohibited at any time on the east side of Ngarimu Street commencing at a point 186 metres north of its intersection with Woodham Road and extending in a northerly direction for a distance of 18 metres.
22. Approves that the stopping of vehicles be prohibited at any time on the west side of Holland Street commencing at a point 60 metres south of its intersection with Dunarnan Street and extending in a southerly direction for a distance of 18 metres.
23. Approves that the stopping of vehicles be prohibited at any time on the east side of Holland Street commencing at a point 60 metres south of its intersection with Dunarnan Street and extending in a southerly direction for a distance of 18 metres.
24. Approves that the stopping of vehicles be prohibited at any time on the east side of Rowcliffe Crescent commencing at its intersection with Woodham Road and extending in a northeasterly direction for a distance of 80 metres.

Worcester Street – Mclean Street / Surrey Street / Wyon Street (Attachment C)

*General Arrangements*

25. Approves the road layout, including all traffic islands, road surface treatments, traffic calming features and road markings on Worcester Street, Mclean Street, Surrey Street and Wyon Street, as detailed on plan TG361601 in **Attachment C**.

*Parking and Stopping Restrictions*

26. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Worcester Street commencing at a point 140 metres northeast of its intersection with Surrey Street and extending in an easterly direction for a distance of 37 metres.
27. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Worcester Street commencing at its intersection with Wyon Street and extending in a northeasterly direction for a distance of 34 metres.
28. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Wyon Street commencing at its intersection with Worcester Street and extending in a southeasterly direction for a distance of 14 metres.

29. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Wyon Street commencing at its intersection with Worcester Street and extending in a southeasterly direction for a distance of 6 metres.
30. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Worcester Street commencing at its intersection with Wyon Street and extending in a southwesterly direction for a distance of 6 metres.
31. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Worcester Street commencing at a point 118 metres northeast of its intersection with Mclean Street and extending in a southwesterly direction for a distance of 35 metres.
32. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Worcester Street commencing at its intersection with Surrey Street and extending in a southwesterly direction for a distance of 24 metres.
33. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Surrey Street commencing at its intersection with Worcester Street and extending in a northwesterly direction for a distance of 18 metres.
34. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Surrey Street commencing at its intersection with Worcester Street and extending in a northwesterly direction for a distance of 18 metres.
35. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Worcester Street commencing at its intersection with Surrey Street and extending in a northeasterly direction for a distance of 10 metres.
36. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Worcester Street commencing at its intersection with Mclean Street and extending in a northeasterly direction for a distance of 10 metres.
37. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Mclean Street commencing at its intersection with Worcester Street and extending in a southeasterly direction for a distance of 12 metres.
38. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Mclean Street commencing at its intersection with Worcester Street and extending in a southeasterly direction for a distance of 13 metres.
39. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Worcester Street commencing at its intersection with Mclean Street and extending in a southwesterly direction for a distance of 63 metres.
40. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Worcester Street commencing at a point 153 metres southwest from its intersection with Surrey Street and extending in a southwesterly direction for a distance of 67 metres.

Linwood Avenue / Brittan Street (Attachment D)

*General Arrangements*

41. Approves the road layout, including all traffic islands, road surface treatments, traffic calming features and road markings on Linwood Avenue and Brittan Street, as detailed on plan TG361601 in **Attachment D**.

*Parking and Stopping Restrictions*

42. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Linwood Avenue commencing at its intersection with Brittan Street and extending in a northwesterly direction for a distance of 15 metres.
43. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Brittan Street commencing at its intersection with Linwood Avenue and extending in a northeasterly direction for a distance of 16 metres.
44. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Brittan Street commencing at its intersection with Linwood Avenue and extending in an northeasterly direction for a distance of 18 metres.
45. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Linwood Avenue commencing at its intersection with Brittan Street and extending in a southeasterly direction for a distance of 14 metres.
46. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Linwood Avenue commencing at its intersection with Brittan Street and extending in a northwesterly direction for a distance of 15 metres.
47. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Brittan Street commencing at its intersection with Linwood Avenue and extending in a southwesterly direction for a distance of 16 metres.
48. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Brittan Street commencing at its intersection with Linwood Avenue and extending in a southeasterly direction for a distance of 15 metres.
49. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Linwood Avenue commencing at its intersection with Brittan Street and extending in a southeasterly direction for a distance of 14 metres.

Linwood Avenue / Tancred Street (Attachment E)

*General Arrangements*

50. Approves the road layout, including all traffic islands, road surface treatments, traffic calming features and road markings on Linwood Avenue and Tancred Street, as detailed on plan TG361601 in **Attachment E**.

*Traffic Controls*

51. Approves that the southwest approach of Tancred Street at its intersection with Linwood Avenue be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
52. Approves that the northeast approach of Tancred Street at its intersection with Linwood Avenue be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

*Parking and Stopping Restrictions*

53. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Linwood Avenue commencing at its intersection with Tancred Street and extending in a northwesterly direction for a distance of 18 metres.
54. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Tancred Street commencing at its intersection with Linwood Avenue and extending in a northeasterly direction for a distance of 15 metres.

55. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Tancred Street commencing at its intersection with Linwood Avenue and extending in a northeasterly direction for a distance of 15 metres.
56. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Linwood Avenue commencing at its intersection with Tancred Street and extending in a southeasterly direction for a distance of 15 metres.
57. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Linwood Avenue commencing at its intersection with Tancred Street and extending in a northwesterly direction for a distance of 15 metres.
58. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Tancred Street commencing at its intersection with Linwood Avenue and extending in a southwesterly direction for a distance of 17 metres.
59. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Tancred Street commencing at its intersection with Linwood Avenue and extending in a southeasterly direction for a distance of 13 metres.
60. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Linwood Avenue commencing at its intersection with Tancred Street and extending in a southeasterly direction for a distance of 16 metres.

Woodham Road (Attachment F)

*General Arrangements*

61. Approves the road layout, including all traffic islands, road surface treatments, traffic calming features and road markings on Woodham Road, as detailed on plan TG361601 in **Attachment F**.

*Bus Passenger Shelter*

62. Approves pursuant to Section 339(1) of the Local Government Act 1974 the installation of a bus passenger shelter on the south side of Woodham Road at a point 7 metres east of its intersection with Tancred Street.

*Parking and Stopping Restrictions*

63. Approves that the stopping of vehicles be prohibited at any time on the south side of Woodham Road commencing at its intersection with Tancred Street and extending in an easterly direction for a distance of 19 metres.
64. Approves that a bus stop be installed on the south side of Woodham Road, commencing at a point 19 metres east of its intersection with Tancred Street and extending in an easterly direction of a distance of 14 metres.
65. Approves that the stopping of vehicles be prohibited at any time on the south side of Woodham Road commencing at a point 33 metres east of its intersection with Tancred Street and extending in an easterly direction for a distance of 12 metres.
66. Approves that the stopping of vehicles be prohibited at any time on the north side of Woodham Road commencing at a point 483 metres east of its intersection with Patten Street and extending in an easterly direction for a distance of 68 metres.
67. Approves that a bus stop be installed on the north side of Woodham Road, commencing at a point 551 metres east of its intersection with Patten Street and extending in an easterly direction of a distance of 14 metres.

68. Approves that the stopping of vehicles be prohibited at any time on the north side of Woodham Road commencing at a point 565 metres east of its intersection with Patten Street and extending in an easterly direction for a distance of 9 metres.

Councillor McLellan/Councillor Coker

**Carried**

**Council Decision**

69. That the Tancred Street Crossing and bus stop relocation on Woodham Road be removed from the scheme and referred to the local Community Board for further work with local residents on a more amenable solution.

Councillor Johanson/Councillor Barber

**Lost**

## **12. Transport Choices - Linwood and Woolston Improvements (Rhona Street)**

The Officer recommendations were Moved by Councillor Templeton and Seconded by Councillor McLellan.

The meeting agreed to include an additional resolution (refer to resolution 16 below) regarding engaging with residents to address private vegetation concerns.

The meeting then voted on the substantive motion which was declared carried.

### **Council Resolved CNCL/2023/00111**

That the Council:

1. Approves construction of the Linwood and Woolston Improvements (Rhona Street) project subject to implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the following recommendations required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
3. Approves all road surface treatments, traffic islands, kerb alignments, traffic calming devices and road markings on Rhona Street, commencing at its intersection with Buckleys Road, and extending in north-westerly direction to the end (school boundary), as detailed on plan TG361702, sheet 1, dated 18/08/2023 and attached to this report as **Attachment A**.
4. Approves that in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004 that the northwest approach of Rhona Street at its intersection with Buckleys Road be controlled by a Give Way.
5. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-eastern side of Rhona Street commencing at its intersection with Buckleys Road and extending in a north westerly direction for a distance of 22 metres.
6. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-eastern side of Rhona Street commencing at a point 62 metres northeast of its intersection with Buckleys Road and extending in a north westerly direction for a distance of nine metres.

7. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-eastern side of Rhona Street commencing at a point 127 metres northeast of its intersection with Buckleys Road and extending in a north westerly direction for a distance of nine metres.
8. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north western end of Rhona Street adjoining the property boundary of No.15 / 15A McLean Street (Te Pā o Rākaihautū School), and extending across the vehicle entrance and along the kerb build out in front of No.46 Rhona Street, as detailed on plan TG361702, sheet 1, dated 18/08/2023 and attached to this report as Attachment A.
9. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Rhona Street commencing at its intersection with Buckleys Road and extending in a north westerly direction for a distance of 17 metres.
10. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Rhona Street commencing at a point 62 metres northeast of its intersection with Buckleys Road and extending in a north westerly direction for a distance of nine metres.
11. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Rhona Street commencing at a point 128 metres northeast of its intersection with Buckleys Road and extending in a north westerly direction for a distance of nine metres.
12. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Buckleys Road commencing at its intersection with Rhona Street and extending in a north easterly direction for a distance of seven metres.
13. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Buckleys Road commencing at its intersection with Rhona Street and extending in a south westerly direction for a distance nine metres.
14. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 4 to 13.
15. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 4 to 14 are in place (or removed in the case of revocations).
16. *Notes staff will engage directly with any residents through the detailed design process to address any private vegetation concerns.*

Councillor Templeton/Councillor McLellan

**Carried**

### **13. Transport Choices - Linwood and Woolston Improvements (Smith Street)**

The Officer recommendations were Moved by Councillor Templeton and Seconded by Councillor Donovan.

The meeting agreed to include an additional resolution (refer to resolution 31 below) regarding the investigation of a safe crossing across Smith Street at Linwood Canal.

The meeting then voted on the substantive motion which was declared carried.

### Council Resolved CNCL/2023/00112

That the Council:

#### General

1. Approves that construction of the Linwood and Woolston Improvements (Smith Street) project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the following recommendations required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
3. Approves that the traffic controls, stopping and/or parking restrictions described in the recommendations of this report take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations).
4. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) in so far as they conflict with the recommendations of this report be revoked.

#### Smith Street

5. Approves all road surface treatments, traffic islands, kerb alignments, traffic calming devices and road markings on Smith Street, commencing at its intersection with Ferry Road, and extending in north-easterly direction to its intersection with Linwood Avenue, as detailed on plan TG361801, sheet 1 and 2, dated 22/08/2023 and attached to this report as **Attachment A**.
6. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and section 11.4 of the Land Transport Act: Traffic Control Devices Rule 2004, that the path on the north-western side of Smith Street, commencing at its intersection with Linwood Avenue, and extending in a south westerly direction for a distance of 73 metres be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
7. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of the Land Transport Rule: Traffic Control Devices 2004, on Smith Street, commencing at a point 45 metres southwest of its intersection with Linwood Avenue and extending in a southwest direction for a distance of 3 metres as detailed on plan TG361801, sheet 1 and 2, dated 22/08/2023 and attached to this report as Attachment A.
8. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and section 11.4 of the Land Transport Act: Traffic Control Devices Rule 2004, that the path on the north-western side of Smith Street, commencing at a point 215 metres southwest of its intersection with Linwood Avenue, and extending in a south westerly direction for a distance of ten metres be resolved as a bi-directional



- Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
9. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and section 11.4 of the Land Transport Act: Traffic Control Devices Rule 2004, that the path on the south-eastern side of Smith Street, commencing at a point 219 metres southwest of its intersection with Linwood Avenue, and extending in a south westerly direction for a distance of eight metres be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
  10. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and section 11.4 of the Land Transport Act: Traffic Control Devices Rule 2004, that the path on the south-eastern side of Smith Street, commencing at a point 96 metres southwest of its intersection with Bray Street, and extending in a south westerly direction for a distance of five metres be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
  11. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at its intersection with Linwood Avenue and extending in a south westerly direction for a distance of 75 metres.
  12. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at a point 131 metres southwest of its intersection with Linwood Avenue and extending in a south westerly direction for a distance of 28 metres.
  13. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at its intersection with Linwood Avenue, and extending in a south westerly direction for a distance of 76 metres.
  14. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at a point 210 metres southwest of its intersection with Linwood Avenue, and extending in a south westerly direction for a distance of 25 metres.
  15. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at a point 43 metres southwest of intersection with Bray Street and extending in a south westerly direction for a distance of 37 metres.
  16. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at a point 88 metres southwest of intersection with Bray Street and extending in a south westerly direction for a distance of 17 metres.
  17. Approves that the parking of all vehicles be restricted to a maximum period of 30 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at a point 149 metres southwest of its intersection with Bray Street and extending in a south westerly direction for a distance of 10 metres.

18. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at a point 158 metres southwest of intersection with Bray Street, and extending in a south westerly direction to its intersection with Ferry Road.
19. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at its intersection with Ferry Road and extending in a north easterly direction for a distance of 24 metres.
20. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at a point 97 metres northeast of its intersection with Ferry Road and extending in a north easterly direction to its intersection with Matlock Street.
21. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at its intersection with Matlock Street, and extending in a north easterly direction for a distance of 13 metres.
22. Approves that the parking of all vehicles be restricted to a maximum period of 30 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at a point 29 metres northeast of its intersection with Matlock Street and extending in a north easterly westerly direction for a distance of 27 metres. This restriction is to apply 8:00am to 9:30am and 2:00pm to 3:00pm, Monday to Friday.

Linwood Avenue

23. Approves all kerb alignments, road surface treatments and road markings on Linwood Avenue, commencing at its intersection with Smith Street, and extending in a north westerly direction for a distance of 76 meters, as detailed on plan TG361801, sheet 1 and 2, dated 22/08/2023 and attached to this report as Attachment A.
24. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and section 11.4 of the Land Transport Act: Traffic Control Devices Rule 2004, that the path on the north western side of Linwood Avenue, commencing at its intersection with Smith Street, and extending in a north westerly direction for a distance of 76 metres be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
25. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Linwood Avenue commencing at its intersection with Smith Street and extending in a north westerly direction for a distance of 18 metres.
26. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Linwood Avenue commencing at a point 60 metres northwest of its intersection with Smith Street and extending in a north westerly direction for a distance of 18 metres.
27. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-

western side of the Linwood Avenue central median commencing at a point 59 metres northwest of its intersection with the U-turn facility at Smith Street, and extending in a north westerly direction for a distance of 20 metres.

Matlock Street

28. Approves all kerb alignments, road surface treatments and road markings on Matlock Street, commencing at its intersection with Smith Street, and extending in a north westerly direction for a distance of 17 meters, as detailed on plan TG361801, sheet 1 and 2, dated 22/08/2023 and attached to this report as Attachment A.
29. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Matlock Street commencing at its intersection with Smith Street and extending in a north westerly direction for a distance of 12 metres.
30. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-eastern side of Matlock Street commencing at its intersection with Smith Street and extending in a north westerly direction for a distance of 13 metres.
31. *Requests Staff investigate safe crossing across Smith Street at Linwood Canal in conjunction with the Community Board for implementation as part of this project.*

Councillor Templeton/Councillor Donovan

**Carried**

Councillor Henstock joined the meeting at 1.33pm during consideration of Item 14.

## **14. Transport Choices - Slow Speed Neighbourhoods Linwood**

### **Council Resolved CNCL/2023/00113**

#### **Officer Recommendations accepted without change**

That the Council:

General

1. Approves that the traffic controls, stopping and/or parking restrictions described in the recommendations of this report take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations).
2. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) in so far as they conflict with the recommendations of this report be revoked.
3. Approves that construction of the Linwood Slow Speeds Neighbourhood project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.

Road Layout Changes:

4. Approves the scheme design as detailed on plan TP361601 Armagh Street – Trent Street – Brittan Street), and attached to this report as **Attachment A**.

5. Approves the scheme design as detailed on plan TG361601 Woodham Street – Brittan Street, and attached to this report as **Attachment B**.
6. Approves the scheme design as detailed on plan TG361601 Buckleys Road – Mclean Street, and attached to this report as **Attachment C**.
7. Approves the scheme design as detailed on plan TG361601 Linwood Avenue – Worcester Street, and attached to this report as **Attachment D**.

Traffic Controls - Attachment A: Armagh/Trent Intersection

8. Approves pursuant to the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974:
  - a. That the stopping of vehicles be prohibited at any time on the north side of Armagh Street commencing at its intersection with Trent Street and extending in a westerly direction for a distance of 38 metres.
  - b. That the stopping of vehicles be prohibited at any time on the west side of Trent Street commencing at its intersection with Armagh Street and extending in a northerly direction for a distance of 13 metres.
  - c. That the stopping of vehicles be prohibited at any time on the east side of Trent Street commencing at its intersection with Armagh Street and extending in a northerly direction for a distance of 13 metres.
  - d. That the stopping of vehicles be prohibited at any time on the north side of Armagh Street commencing at its intersection with Trent Street and extending in an easterly direction for a distance of 39 metres.
  - e. That the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 205 metres east of its intersection with Stanmore Road and extending in an easterly direction for a distance of 40 metres.
  - f. That the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 173 metres west of its intersection with England Street and extending in a westerly direction for a distance of 37 metres.
  - g. That the stopping of vehicles be prohibited at any time on the north side of Armagh Street commencing at its intersection with Brittan Street and extending in a westerly direction for a distance of 7 metres.
  - h. That the stopping of vehicles be prohibited at any time on the west side of Brittan Street commencing at its intersection with Armagh Street and extending in a northerly direction for a distance of 14 metres.
  - i. That the stopping of vehicles be prohibited at any time on the east side of Brittan Street commencing at its intersection with Armagh Street and extending in a northerly direction for a distance of 14 metres.
  - j. That the stopping of vehicles be prohibited at any time on the north side of Armagh Street commencing at its intersection with Brittan Street and extending in an easterly direction for a distance of 11 metres.

Traffic Controls - Attachment B: Woodham/Brittan Intersection

9. Approves that the Brittan Street approach at its intersection with Woodham Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

Traffic Controls - Attachment C: Buckleys/Mclean Intersection

10. Approves pursuant to the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974:
  - a. That the stopping of vehicles be prohibited at any time on the northwest side of Buckleys Road commencing at its intersection with Mclean Street and extending in a southwesterly direction for a distance of 19 metres.
  - b. That the stopping of vehicles be prohibited at any time on the southwest side of McLean Street commencing at its intersection with Buckleys Road and extending in a northwesterly direction for a distance of 16 metres.
  - c. That the stopping of vehicles be prohibited at any time on the northwest side of McLean Street commencing at its intersection with Buckleys Road and extending in a northwesterly direction for a distance of 16 metres.
11. Approves that the Mclean Street approach at its intersection with Buckleys Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

Councillor McLellan/Councillor Templeton

**Carried**

Councillor Henstock requested her abstention from the vote be recorded.

## **15. Transport Choices - Linwood Village Streetscape Scheme Amendments**

### **Council Resolved CNCL/2023/00114**

#### **Officer Recommendations accepted without change**

That the Council:

#### General

1. Approves that construction of the Transport Choices - Linwood Village Streetscape Scheme project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves that the traffic controls, stopping and/or parking restrictions described in resolutions 4 to 8 take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place.

#### Revocations

3. Approves that any previously approved resolutions, pertaining to traffic controls, made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in recommendations 4 to 8 below, are revoked.

#### Stanmore Road/ Hereford Street Intersection

4. Approves all kerb alignments, islands, road surface treatments and road markings at the intersection of Stanmore Road and Hereford Street, as detailed on plan TP359201, sheet 1, and attached to this report as **Attachment B**.

#### Gloucester Street Bus Stops

5. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of

Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 10 metres.

6. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Gloucester Street, commencing at a point 10 metres west of its intersection with Stanmore Road, and extending in a westerly direction for a distance of 14 metres.
7. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 11 metres.
8. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Stanmore Road commencing at a point 11 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of 14 metres.

#### Tree Removal

9. Approves the removal of one street tree as detailed on plan TP359201, sheet 1, dated 23/08/2022 and attached to this report as Attachment B.

Councillor McLellan/Councillor Peters

**Carried**

Councillor Keown declared an interest in this Item and did not participate in the discussion or vote.

Councillor Henstock requested her abstention from the vote be recorded.

## **7. Transport Choices - Te Aratai College Cycle Connection**

The Officer recommendations were Moved by Councillor Coker and Seconded by Councillor Donovan.

The meeting agreed to include additional resolutions (refer to resolutions 111, 112, and 113 below) in response to certain concerns raised by deputation submitters.

The meeting then voted by division on the substantive motion which was declared carried.

### **Council Resolved CNCL/2023/00115**

That the Council:

#### General

1. Approves the following recommendations required for the implementation of the Transport Choices – Te Aratai Cycle Connection relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
2. Approves that the traffic controls, stopping and/or parking restrictions described in the recommendations of this report take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations) and, in the case of traffic signal infrastructure, activated.

3. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) in so far as they conflict with the recommendations of this report be revoked.
4. Approves that construction of the Te Aratai College Cycle Connection project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.

#### General Arrangements

5. Approves the road layout, including all kerb alignments, road surface treatments, traffic islands, traffic calming features and road markings on Ensors Road, Aldwins Road, and Buckleys Road, including intersecting road approaches, as detailed on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.

#### Cycleways, Shared Paths and Cycle Lanes

6. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north, be established on the western side of Ensors Road, commencing at its intersection with Grenville Street and extending in a southerly direction for a distance of 89 metres.
7. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north, be established on the western side of Ensors Road, commencing at its intersection with Grenville Street and extending to its intersection with Frederick Place.
8. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north, be established on the western side of Ensors Road, commencing at its intersection with Frederick Place and extending in a northerly direction for a distance of 51 metres.
9. Approves that a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the western side of Ensors Road, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 61 metres. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
10. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the western side of Aldwins Road commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 89 metres.
11. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north, be established on the western side of Aldwins Road, commencing at a distance of 89 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 329 metres. .
12. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the

- western side of Aldwins Road, commencing at its intersection with Harrow Street and extending in a southerly direction for a distance of 61 metres.
13. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the southern side of Harrow Street, commencing at its intersection with Aldwins Road and extending in a westerly direction for a distance of 39 metres.
  14. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the northern side of Harrow Street, commencing at its intersection with Aldwins Road and extending in a westerly direction for a distance of 53 metres.
  15. Approves pursuant to section 11.4 of the Land Transport Act – Traffic Control Devices Rule: 2004 that an eastbound uni-directional cycle lane be established on the northern side of Harrow Street, commencing at its intersection with Aldwins Road and extending in a westerly direction for a distance of 56 metres.
  16. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the western side of Aldwins Road, commencing at its intersection with Harrow Street and extending in a northerly direction for a distance of 60 metres.
  17. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north, be established on the western side of Aldwins, commencing at its intersection with Newcastle Street and extending in a southerly direction for a distance of 34 metres.
  18. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north be established on the western side of Aldwins Road, commencing at its intersection with Newcastle Street and extending in a northerly direction for a distance of 219 metres.
  19. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the western side of Aldwins, commencing at its intersection with Marlborough Street and extending in a southerly direction for a distance of 26 metres.
  20. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the western side of Aldwins Road, commencing at its intersection with Marlborough Street and extending in a northerly direction to its intersection with Linwood Avenue.
  21. Approves pursuant to section 11.4 of the Land Transport Act – Traffic Control Devices Rule: 2004 that a northbound uni-directional cycle lane be established on the western side of Aldwins Road, commencing at its intersection with Linwood Avenue and extending in a southerly direction for a distance of 79 metres.
  22. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the



- eastern side of Ensors Road, commencing at its intersection with Sullivan Avenue and extending in a southerly direction for a distance of 74 metres.
23. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Ensors, commencing at its intersection with Sullivan Avenue and extending in a northerly direction to its intersection with Mackenzie Avenue.
  24. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Ensors Road, commencing at its intersection with Mackenzie Avenue and extending in a northerly direction for a distance of 32 metres.
  25. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling south be established on the eastern side of Ensors Road, commencing at a distance 97 metres south of its intersection with Ferry Road and extending in a southerly direction for a distance of 166 metres.
  26. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Ensors Road, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 97 metres.
  27. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Aldwins Road, commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 93 metres.
  28. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling south be established on the eastern side of Aldwins Road, commencing at its intersection with Matlock Street and extending in a northerly direction to its intersection with Edmonds Street.
  29. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling south be established on the eastern side of Aldwins Road, commencing at its intersection with Edmonds Street and extending in a northerly direction to its intersection with Bass Street.
  30. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Aldwins Road, commencing at its intersection with Bass Street and extending in a northerly direction to its intersection with Marcroft Street.
  31. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling south be established on the eastern side of Aldwins Road, commencing at its intersection with Marcroft Street and extending in a northerly direction for a distance of 165 metres.

32. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Aldwins Road, commencing at a point 165 metres north of its intersection with Marcroft Street and extending in a northerly direction for a distance of 35 metres.
33. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling south be established on the eastern side of Aldwins Road, commencing at a point of 200 metres north of its intersection with Marcroft Street and extending in a northerly direction for a distance of 147 metres.
34. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Aldwins Road, commencing at its intersection with Linwood Avenue and extending in a southerly direction for a distance of 222 metres.

Stopping, Standing and Parking Restrictions

35. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing a point 37 metres south of its intersection with Grenville Street and extending in a southerly direction for a distance of 52 metres.
36. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Grenville Street and extending in a southerly direction for a distance of 23 metres.
37. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Grenville Street and extending in a northerly direction to its intersection with Frederick Place.
38. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the southern side of Frederick Place commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of 15 metres.
39. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the northern side of Frederick Place commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of 19 metres.
40. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Frederick Place and extending in a northerly direction to its intersection with Ferry Road.
41. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of 21 metres.
42. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the southern side of

- Ferry Road commencing a point 36 metres west of its intersection with Ensors Road and extending in a westerly direction for a distance of 35.5 metres.
43. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Ferry Road extending in a northerly direction for a distance of 20 metres.
  44. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing a point 34 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 7 metres.
  45. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking of all vehicles is restricted to a maximum period of 60 minutes on the western side of Aldwins Road commencing at a point 41 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 18 metres.
  46. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking of all vehicles is restricted to a maximum period of 10 minutes on the western side of Aldwins Road commencing at a point 59 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 12 metres.
  47. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking of all vehicles is restricted to a maximum period of 60 minutes on the western side of Aldwins Road commencing at a point 71 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 347 metres.
  48. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 173 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 9 metres.
  49. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 125 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 26 metres.
  50. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 93 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 13 metres.
  51. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Harrow Street and extending in a southerly direction for a distance of 74 metres.
  52. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the southern side of Harrow Street commencing at its intersection with Aldwins Road and extending in a westerly direction for a distance of 39 metres.
  53. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the northern side of Harrow Street commencing at its intersection with Aldwins Road and extending in a westerly direction for a distance of 55 metres.

54. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Harrow Street and extending in a northerly direction for a distance of 30 metres.
55. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Newcastle Street and extending in a southerly direction for a distance of 50 metres.
56. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Newcastle Street and extending in a northerly direction to its intersection with Marlborough Street.
57. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Marlborough Street and extending in a northerly direction for a distance of 13 metres.
58. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 27 metres north of its intersection with Marlborough Street and extending in a northerly direction for a distance of 6 metres.
59. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 45 metres north of its intersection with Marlborough Street and extending in a northerly direction for a distance of 9 metres.
60. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 60 metres north of its intersection with Marlborough Street and extending in a northerly direction for a distance of 22 metres.
61. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Linwood Avenue and extending in a southerly direction for a distance of 94 metres.
62. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at a point 67 metres south of its intersection with Sullivan Avenue and extending in a southerly direction for a distance of 14 metres.
63. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Sullivan Avenue and extending in a southerly direction for a distance of 20 metres.
64. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the southern side of Sullivan Avenue commencing at its intersection with Ensors Road and extending in an easterly direction for a distance of 15 metres.
65. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the northern side of

- Sullivan Avenue commencing at its intersection with Ensors Road and extending in an easterly direction for a distance of 15 metres.
66. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Sullivan Avenue and extending in a northerly direction for a distance of 27 metres.
  67. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at a point 59 metres north of its intersection with Sullivan Avenue and extending in a northerly direction for a distance of 71 metres.
  68. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Mackenzie Avenue and extending in a southerly direction for a distance of 20 metres.
  69. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Mackenzie Avenue and extending in a northerly direction for a distance of 61 metres.
  70. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at a point 75 metres north of its intersection with Mackenzie Avenue and extending in a northerly direction for a distance of 191 metres.
  71. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking of all vehicles is restricted to a maximum period of 60 minutes on the eastern side of Ensors Road commencing at a point 44 metres south of its intersection with Ferry Road and extending in a southerly direction for a distance of 40 metres.
  72. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at a point 32 metres south of its intersection with Ferry Road and extending in a southerly direction for a distance of 13 metres.
  73. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 18 metres.
  74. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road commencing at its intersection with Aldwins Road and extending in an easterly direction for a distance of 28 metres.
  75. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road commencing at a point 43 metres east of its intersection with Aldwins Road and extending in an easterly direction for a distance of 22 metres.
  76. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 53 metres.

77. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking of all vehicles is restricted to a maximum period of 60 minutes on the eastern side of Ensors Road commencing at a point 53 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 40 metres.
78. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Matlock Street and extending in a southerly direction for a distance of 14 metres.
79. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Matlock Street and extending in a northerly direction to its intersection with Edmonds Street.
80. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Edmonds Street and extending in a northerly direction to its intersection with Bass Street.
81. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Bass Street and extending in a northerly direction for a distance of 150 metres.
82. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Marcroft Street and extending in a southerly direction for a distance of 69 metres.
83. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at a point 74 metres south of its intersection with Marcroft Street and extending in a southerly direction for a distance of 8 metres.
84. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at a point 87 metres south of its intersection with Marcroft Street and extending in a southerly direction for a distance of 10 metres.
85. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Marcroft Street and extending in a northerly direction for a distance of 183 metres.
86. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at a point 172 metres south of its intersection with Linwood Avenue and extending in a southerly direction for a distance of 196 metres.
87. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at a point 137 metres south of its intersection with Linwood Avenue and extending in a southerly direction for a distance of 17 metres.
88. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of

Aldwins Road commencing at a point 102 metres south of its intersection with Linwood Avenue and extending in a southerly direction for a distance of 12 metres.

89. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at a point 54 metres south of its intersection with Linwood Avenue and extending in a southerly direction for a distance of 14 metres.
90. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Linwood Avenue and extending in a southerly direction for a distance of 22 metres.

#### Bus Stops

91. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the western side of Ensors Road commencing at a point 23 metres south of its intersection with Grenville Street and extending in a southerly direction for a distance of 14 metres.
92. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the southern side of Ferry Road commencing at a point 21 metres west of its intersection with Ensors Road and extending in a westerly direction for a distance of 15 metres.
93. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the western side of Aldwins Road commencing at a point 20 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 14 metres.
94. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the western side of Aldwins Road commencing at a point 181 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 20 metres.
95. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking be restricted to passenger service vehicles only Monday to Friday on the western side of Aldwins Road commencing at a point 151 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 22 metres.
96. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking be restricted to passenger service vehicles only Monday to Friday on the western side of Aldwins Road commencing at a point 106 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 19 metres.
97. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking be restricted to passenger service vehicles only Monday to Friday on the western side of Aldwins Road commencing at a point 74 metres south of its

- intersection with Harrow Street and extending in a southerly direction for a distance of 20 metres.
98. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the western side of Aldwins Road commencing at a point 30 metres north of its intersection with Harrow Street and extending in a northerly direction for a distance of 14 metres.
  99. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the western side of Aldwins Road commencing at a point 13 metres north of its intersection with Marlborough Street and extending in a northerly direction for a distance of 14 metres.
  100. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the eastern side of Ensors Road commencing at a point 20 metres south of its intersection with Sullivan Avenue and extending in a southerly direction for a distance of 23 metres.
  101. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the eastern side of Ensors Road commencing at a point 61 metres north of its intersection with Mackenzie Avenue and extending in a northerly direction for a distance of 14 metres.
  102. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the eastern side of Ensors Road commencing at a point 18 metres south of its intersection with Ferry Road and extending in a southerly direction for a distance of 14 metres.
  103. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the northern side of Ferry Road commencing at a point 27 metres east of its intersection with Aldwins Road and extending in an easterly direction for a distance of 15 metres.
  104. Approves pursuant to Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 and section 591 of the Local Government Act 1974 that a bus stop is provided on the eastern side of Aldwins Road commencing at a point 183 metres north of its intersection with Marcroft Street and extending in a northerly direction for a distance of 14 metres.

#### Bus Shelters

105. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the western side of Ensors Road (outside 189 Ensors Road) generally centred at a point 24 metres south of its intersection with Grenville Street, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking



Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.

106. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the western side of Aldwins Road (outside 375 Ferry Road) generally centred at a point 29 metres north of its intersection with Ferry Road, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.
107. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the western side of Aldwins Road (outside 85 Aldwins Road) generally centred at a point 184 metres south of its intersection with Harrow Street, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.
108. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the western side of Aldwins Road (outside 139 Aldwins Road) generally centred at a point 39 metres north of its intersection with Harrow Street, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.
109. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the eastern side of Ensors Road (outside 372 Ferry Road) generally centred at a point 34 metres south of its intersection with Ferry Road, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.
110. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the eastern side of Aldwins Road (outside 116 Aldwins Road) generally centred at a point 188 metres north of its intersection with Marcroft Street, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.
111. *Request that the car parking on 200 Ensors Road has no time restrictions.*
112. *Request that staff work with Te Aratai College and the Community Board on school pick up and drop off areas on Harrow St or nearby.*
113. *Note that staff will work with Steadfast Books and McDonald's to address the suggestions raised as part of their deputations and will undertake site visits as needed.*

The division was declared **carried** by 8 votes to 2 votes the voting being as follows:

**For:** Deputy Mayor Cotter, Councillor Coker, Councillor Donovan, Councillor Fields, Councillor McLellan, Councillor Moore, Councillor Peters and Councillor Templeton

**Against:** Councillor Henstock and Councillor Keown

**Abstained:** Councillor Barber and Councillor Johanson

Councillors Barber, Henstock, Johanson, and Keown requested their vote in favour of resolutions 112 and 113 be recorded.

Councillor Coker/Councillor Donovan

**Carried**

Councillor Barber left at 2.15pm and returned at 2.16pm during consideration of Item 8.

## **8. Transport Choices - Richmond Neighbourhood Greenway**

The Officer recommendations were Moved by Councillor McLellan and Seconded by Councillor Fields.

The meeting agreed to include an additional resolution (refer to resolution 24 below) regarding the incorporation of speed cushions on Perth Street.

The meeting then voted on the substantive motion which was declared carried.

### **Council Resolved CNCL/2023/00116**

That the Council:

#### General

1. Approves that construction of the Richmond Neighbourhood Greenway project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the following recommendations required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
3. Approves that any previous resolutions pertaining to parking, no-stopping restrictions, Special Vehicle Lanes, and traffic controls made pursuant to any bylaw to the extent that they are in conflict with the recommendations described in 4-22 below be revoked.

#### General Arrangements

4. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on London Street, commencing at its intersection with Perth Street, and extending in a westerly direction for a distance of 50 metres, as detailed on plan(s) TG139003, sheet 1, dated 09.08.2023, and attached to this report as **Attachment A**.
5. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on London Street, commencing at its intersection with Perth Street, and extending in an easterly direction for a distance of 30 metres, as detailed on plan(s) TG139003, sheet 1, dated 09.08.2023, and attached to this report as **Attachment A**.
6. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on Perth Street, commencing at its intersection with London Street, and extending in a northerly direction to its intersection with Avalon Street, as detailed on plan(s) TG139003, sheet 1, dated 09.08.2023, and attached to this report as **Attachment A**.
7. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on Avalon Street, commencing at a point 15 metres west of its intersection with Perth Street, and extending in an easterly direction to a point 18 metres east of its

- intersection with McLeod Street, as detailed on plan(s) TG139003, sheet 1, dated 09.08.2023, and attached to this report as **Attachment A**.
8. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on McLeod Street, commencing at its intersection with Avalon Street, and extending in a northerly direction to its intersection with North Avon Road, as detailed on plan(s) TG139003, sheets 1-2, dated 09.08.2023, and attached to this report as **Attachment A**.
  9. Approves all kerb alignments, road surface treatments, traffic islands, traffic calming devices and road markings on North Avon Road, commencing at its intersection with McLeod Street, and extending in an easterly direction to the eastern extent of its intersection with Nicholls Street, as detailed on plan(s) TG139003, sheet 2, dated 09.08.2023, and attached to this report as **Attachment A**.
  10. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on Nicholls Street, commencing at its intersection with North Avon Road, and extending in a northerly direction to its intersection with Dudley Street, as detailed on plan(s) TG139003, sheets 2-3, dated 09.08.2023, and attached to this report as **Attachment A**.
  11. Approves all road surface treatments and road markings on Dudley Street, commencing at its intersection with Nicholls Street, and extending in an easterly direction to its intersection with Stapletons Road, as detailed on plan(s) TG139003, sheet 3, dated 09.08.2023, and attached to this report as **Attachment A**.
  12. Approves all kerb alignments, road surface treatments, traffic islands, traffic calming devices and road markings on Stapletons Road, commencing at its intersection with Dudley Street, and extending in a north easterly direction to its intersection with Averill Street, as detailed on plan(s) TG139003, sheets 3-4, and attached to this report as **Attachment A**.
  13. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on Averill Street, commencing at its intersection with Stapletons Road, and extending in a north easterly direction to its intersection with North Parade, as detailed on plan(s) TG139003, sheet 4, dated 15.08.2023, and attached to this report as **Attachment A**.
  14. Approves all kerb alignments, road surface treatments, traffic calming devices and road markings on Petrie Street, commencing at a point 25 metres south of its intersection with Averill Street, and extending in a northerly direction for 60 metres, as detailed on plan(s) TG139003, sheet 4, dated 15.08.2023, and attached to this report as **Attachment A**.

#### Parking and Stopping Restrictions

15. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:
  - a. Along the south side of London Street commencing at a point 35 meters west of its intersection with Perth Street and extending in a westerly direction for a distance of 12 metres.
  - a. Along the north side of London Street commencing at a point 35 meters west of its intersection with Perth Street and extending in a westerly direction for a distance of 9 metres.

- b. Along the north side of London Street commencing at a point 18 meters east of its intersection with Perth Street and extending in an easterly direction for a distance of 7 metres.
- c. Along the south side of London Street commencing at a point 18 meters east of its intersection with Perth Street and extending in an easterly direction for a distance of 7 metres.
- d. Along the eastern side of Perth Street commencing at a point 10 meters south of its intersection with Avalon Street and extending in a southerly direction for a distance of 4 metres.
- e. Along the western side of Perth Street commencing at a point 10 meters south of its intersection with Avalon Street and extending in a southerly direction for a distance of 4 metres.
- f. Along the north side of Avalon Street commencing at a point 4 meters west of its intersection with Perth Street and extending in a westerly direction for a distance of 6 metres.
- g. Along the south side of Avalon Street commencing at a point 4 meters west of its intersection with Perth Street and extending in a westerly direction for a distance of 6 metres.
- h. Along the north side of Avalon Street commencing at a point 5 meters east of its intersection with McLeod Street and extending in an easterly direction for a distance of 5 metres.
- i. Along the south side of Avalon Street commencing at a point 5 meters east of its intersection with McLeod Street and extending in an easterly direction for a distance of 5 metres.
- j. Along the east side of Stapletons Road, commencing at its intersection with Averill Street and extending in a north westerly direction for a distance of 14 metres.
- k. Along the east side of Stapletons Road, commencing at its intersection with Averill Street and extending in a south easterly direction for a distance of 30 metres.
- l. Along the north side of Averill Street commencing at its intersection with Stapletons Road and extending in an easterly direction for a distance of 30 metres.
- m. Along the south side of Averill Street commencing at its intersection with Stapletons Road and extending in an easterly direction for a distance of 20 metres.
- n. Along the north side of Averill Street commencing at a point 12 metres west of its intersection with Petrie Street and extending in an easterly direction to the Petrie Street intersection.
- o. Along the south side of Averill Street commencing at a point 12 metres west of its intersection with Petrie Street and extending in an easterly direction to the Petrie Street intersection.
- p. Along the north side of Averill Street commencing at its intersection with Petrie Street and extending in an easterly direction for 12 metres.
- q. Along the south side of Averill Street commencing at its intersection with Petrie Street and extending in an easterly direction for 12 metres.

- r. Along the south side of Averill Street commencing at its intersection with Chrystal Street and extending in an easterly direction for a distance of 40 metres.
- s. Along the north side of Averill Street commencing at its intersection with Chrystal Street and extending in an easterly direction for a distance of 36 metres.
- t. Along the east side of Petrie Street Commencing at its intersection with Averill Street and extending in a northerly direction for a distance of 18 metres.
- u. Along the west side of Petrie Street Commencing at its intersection with Averill Street and extending in a northerly direction for a distance of 18 metres.
- v. Along the east side of Petrie Street Commencing at its intersection with Averill Street and extending in a southerly direction for a distance of 10 metres.
- w. Along the west side of Petrie Street Commencing at its intersection with Averill Street and extending in a southerly direction for a distance of 8 metres.

#### Cycle Paths

- 16. Approves that the path on the eastern side of McLeod Street, commencing at a point 65 meters north of its intersection with Avalon Street and extending in a northerly direction to its intersection with North Avon Road be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.
- 17. Approves that the path on the south side of North Avon Road, commencing at its intersection with McLeod Street and extending in an easterly direction for a distance of 70 meters be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.
- 18. Approves that the path on the north side of North Avon Road, commencing at a point 18 meters west of its intersection with Nicholls Street and extending in an easterly direction to its intersection with Nicholls Street be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.
- 19. Approves that the path on the western side of Nicholls Street, commencing at its intersection with North Avon Road extending in a northerly direction for a distance of 18 meters be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.
- 20. Approves that the path on the eastern side of Nicholls Street, commencing at its intersection with North Avon Road extending in a northerly direction for a distance of 12 meters be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section

- 11.4 of the Land Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.
21. Approves, pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only be installed along the northern side of Averill Street, commencing at a point 36 metres east of its intersection with Chrystal Street and extending in a north easterly direction for a distance of 88 metres.
  22. Approves that the path on the northern side of Averill Street, commencing at a point 20 metres west of its intersection with North Parade and extending in an easterly direction to its intersection with North Parade be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.
  23. Approves that these resolutions 5-22 take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
  24. *Request that staff incorporate speed cushions on Perth Street by London Street during detailed design.*

Councillor McLellan/Councillor Fields

**Carried**

## 11. Transport Choices - Little River Link Cycle Connections (Aidanfield)

The Officer recommendations were Moved by Councillor Templeton and Seconded by Councillor Coker.

The meeting agreed to include an additional resolution (refer to resolution 4 below) requesting that staff meet with certain deputation submitters to better understand the security concerns raised.

The meeting then voted on the substantive motion which was declared carried.

### Council Resolved CNCL/2023/00117

That the Council:

1. Approves that construction of the Aidanfield component of the Little River Link Cycle Connections project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the changes to the layout of Nash reserve including, planting, bridge, additional and widening of paths, as generally shown on the plan TP362101 Issue 1, included within this report as **Attachment A**.
3. Approves the removal of three trees and the planting of six replacement trees as detailed in the tree assessment included in this report as **Attachment B**.
4. *Request staff to meet with the submitters who have spoken today to understand any security concerns that they may have.*

Councillor Templeton/Councillor Coker

**Carried**

## 6. Transport Choices - Little River Link Cycle Connections (Simeon Street)

### Council Resolved CNCL/2023/00118

#### Officer Recommendations accepted without change

That the Council:

1. Approves that construction of the Little River Link Cycle Connections (Simeon Street) project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the following recommendations required for the implementation of the Little River Link Cycle Connections (Simeon Street) project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
3. Approves that the traffic controls, stopping and/or parking restrictions described in resolutions 4-120 take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations) and, in the case of traffic signal infrastructure, activated.

#### Revocations and General

4. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to the existing uni-directional (southbound) off-road cycle path on the east side of Simeon Street commencing at a point 6

- metres from its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street boundary, and extending in a southerly direction for a distance of 13 metres, be revoked. This includes the existing Give Way control on the northern off-road cycle path approach to the Simeon Street cul de sac turning head.
5. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) on Simeon Street commencing at a point 38 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street boundary, and extending in a southerly then southeasterly direction to its intersection with Milton Street, be revoked.
  6. Notes that recommendation 3 specifically excludes existing traffic controls, stopping and parking restrictions around the Simeon Street cul de sac turning head, the left turn slip lane from the Simeon Street cul de sac to Brougham Street and shared path connection between the Simeon Street cul de sac and Brougham Street on the west side of Simeon Street.
  7. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions within 30 metres of the respective intersections of Simeon Street with Andrews Crescent, Howard Street, Diamond Avenue, Rosewarne Street, Coronation Street, Sydney Street, Elstow Place, Bletsoe Avenue, Rosebery Street, Sugden Street, Meadowville Avenue, Althelston Street and Milton Street be revoked.
  8. Notes that recommendation 5 specifically excludes the intersection of Simeon Street with Brougham Street, for which Christchurch City Council is not the road controlling authority.
  9. Notes that the distance of 30 metres referenced in recommendation 5 is measured from existing kerb alignments, whereas references to distances in the following recommendations hereinafter are measured from existing kerb alignments where these are retained or new kerb alignments where these have been modified as shown on plan(s) TP362301 sheets 1-4 (Little River Cycle Connections: Simeon Street, Issue 1, dated 08/2023) and attached to this report as **Attachment A**.
  10. Approves the road layout, including all kerb alignments, road surface treatments, traffic islands and road markings on Simeon Street, commencing at a point 38 metres south of its intersection with Brougham Street, and extending in a southerly then southeasterly direction to its intersection with Milton Street, and on intersecting road approaches to Simeon Street (excluding Brougham Street), as detailed on plan(s) TP362301 sheets 1-4 (Little River Cycle Connections: Simeon Street, Issue 1, dated 08/2023) and attached to this report as **Attachment A**.

#### Bi-Directional Cycle Facility

11. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that an off-road bi-directional cycle path, for the use of cycles only, be established on the east side of Simeon Street commencing at a point 6 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street road boundary and extending in a southerly direction for a distance of 13 metres.
12. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the east side of Simeon Street commencing at a point 38 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street road boundary and extending in a southerly direction for a distance of 131 metres.



13. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the east side of Simeon Street commencing at a point 197 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street road boundary and extending in a southerly then southeasterly direction (on the northeast side of Simeon Street) to a point 5 metres northwest of its intersection with Rosewarne Street.
14. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 5 metres southeast of its intersection with Rosewarne Street and extending in a southeasterly direction to a point 18 metres northwest of its intersection with Coronation Street.
15. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 18 metres southeast of its intersection with Coronation Street and extending in a southeasterly direction to a point 6 metres northwest of its intersection with Sydney Street.
16. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 6 metres southeast of its intersection with Sydney Street and extending in a southeasterly direction to a point 5 metres northwest of its intersection with Elstow Place.
17. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 11 metres southeast of its intersection with Elstow Place and extending in a southeasterly direction to a point 6 metres northwest of its intersection with Bletsoe Avenue.
18. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 7 metres southeast of its intersection with Bletsoe Avenue and extending in a southeasterly direction to a point 5 metres northwest of its intersection with Rosebery Street.
19. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 5 metres southeast of its intersection with Rosebery Street and extending in a southeasterly direction to a point 6 metres northwest of its intersection with Meadowville Avenue.
20. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 5 metres southeast of its intersection with Meadowville Avenue and extending in a southeasterly direction to a point 12 metres northwest of its intersection with Milton Street.

#### Cycle Lanes

21. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a northeast direction, be established on the northwest side of Coronation Street commencing at a point 14 metres southwest of its intersection with Simeon Street and extending in a northeasterly direction to a point 37 metres northeast of its intersection with Simeon Street. This reinstates an existing

- special vehicle (cycle) lane on this section of Coronation Street and ties in to the existing special vehicle (cycle) lane continuing further northeast that is not affected by this project.
22. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a southwest direction, be established on the southeast side of Coronation Street commencing at a point 30 metres northeast of its intersection with Simeon Street and extending in a southwesterly direction to a point 18 metres southwest of its intersection with Simeon Street. This reinstates an existing special vehicle (cycle) lane on this section of Coronation Street and ties in to the existing special vehicle (cycle) lane connecting from further northeast that is not affected by this project.
  23. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a northeast direction, be established on the northwest side of Athelstan Street commencing at a point 30 metres southwest of its intersection with Simeon Street and extending in a northeasterly direction to a point 20 metres southwest of its intersection with Simeon Street. This reinstates an existing special vehicle (cycle) lane on this section of Athelstan Street and ties in to the existing special vehicle (cycle) lane connecting from further southwest that is not affected by this project.
  24. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a southwest direction, be established on the southeast side of Athelstan Street commencing at a point 20 metres southwest of its intersection with Simeon Street and extending in a southwesterly direction to a point 30 metres southwest of its intersection with Simeon Street. This reinstates an existing special vehicle (cycle) lane on this section of Athelstan Street and ties in to the existing special vehicle (cycle) lane continuing further southwest that is not affected by this project.
  25. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a northeast direction, be established on the northwest side of Milton Street commencing at a point 30 metres southwest of its intersection with Simeon Street and extending in a northeasterly direction to a point 34 metres northeast of its intersection with Simeon Street. This reinstates an existing special vehicle (cycle) lane on this section of Milton Street and ties in to the existing special vehicle (cycle) lane continuing in both the northeast and southwest directions that are not affected by this project.
  26. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a southwest direction, be established on the southeast side of Milton Street commencing at a point 30 metres northeast of its intersection with Simeon Street and extending in a southwesterly direction to a point 30 metres southwest of its intersection with Simeon Street. This reinstates an existing special vehicle (cycle) lane on this section of Milton Street and ties in to the existing special vehicle (cycle) lane continuing in both the northeast and southwest directions that are not affected by this project.

#### Shared Paths

27. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the east side of Simeon Street commencing at a point 170 metres south of its intersection with Brougham Street when measured in a straight line parallel with the Simeon Street boundary and extending in a

southerly direction for a distance of 31 metres from its intersection with Simeon Street. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

28. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the northeast side of Simeon Street commencing at a point 19 metres northwest of its intersection with Coronation Street and extending in a southeast direction to its intersection with Coronation Street and then in a northeast direction on the northwest side of Coronation Street commencing at its intersection with Simeon Street and extending in a northeast direction to a point 13 metres from its intersection with Simeon Street. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
29. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the northeast side of Simeon Street commencing at a point 18 metres southeast of its intersection with Coronation Street and extending in a northwest direction to its intersection with Coronation Street and then in a northeast direction on the southeast side of Coronation Street commencing at its intersection with Simeon Street and extending in a northeast direction to a point 13 metres from its intersection with Simeon Street. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
30. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the northeast side of Simeon Street commencing at a point 12 metres northwest of its intersection with Milton Street and extending in a southeast direction to its intersection with Milton Street and then in a northeast direction on the northwest side of Milton Street commencing at its intersection with Simeon Street and extending in a northeast direction to a point 22 metres from its intersection with Simeon Street. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
31. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the southeast side of Milton Street commencing at its intersection with Simeon Street and extending in a northeast direction to a point 22 metres from its intersection with Simeon Street. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

#### Priority Controlled Crossings

32. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Simeon Street (including across the separated cycle facility detailed in recommendation 9) commencing at a point 6 metres north of its intersection with Andrews Crescent and extending in a northerly direction for a distance of 3 metres.
33. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Simeon Street (including across the separated cycle facility detailed in recommendation 10) commencing at a point 9 metres

south of its intersection with Howard (being the intersecting point of the prolongation of the Howard Street and Simeon Street kerb lines) and extending in a southerly direction for a distance of 3 metres.

34. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Coronation Street commencing at a point 9.5 metres northeast of its intersection with Simeon Street and extending in a northeast direction for a distance of 3 metres.
35. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a priority cycle crossing be established on a raised platform on Coronation Street commencing at a point 6.5 metres northeast of its intersection with Simeon Street and extending in a northeast direction for a distance of 3 metres and further approves that Give Way controls are placed against traffic travelling northeast and southwest on Coronation Street on each approach to this cycle crossing requiring that traffic to give way to users of the cycle crossing facility (in addition to users of the adjacent pedestrian crossing). These Give Way controls are to be evidenced by signs and/or markings installed in accordance with Land Transport Rule: Traffic Control Devices 2004.
36. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 across the separated cycle facility on the northeast side of Simeon Street (if approved in accordance with recommendation 17) commencing at a point 48 metres northwest of the intersection of Simeon Street with Milton Street and extending in a northwest direction for a distance of 2 metres.
37. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a signalised roadway crossing for the use of pedestrians and cycles be installed on Milton Street, commencing at a point 16 metres northeast of its intersection with Simeon Street (northwest leg) and extending in a northeast direction for a distance of 5 metres. The signalised crossing is to be installed and operated in accordance with relevant sections of Land Transport Rule: Traffic Control Devices 2004.

#### Intersection Controls

38. Approves that the off-road bi-directional cycle path described in recommendation 9 at its north approach to the Simeon Street cul de sac head be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
39. Approves that the separated bi-directional cycle facility described in recommendation 10 at its south approach to the Simeon Street cul de sac head be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
40. Approves that the separated bi-directional cycle facility described in recommendation 11 at its northwest approach to Rosewarne Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
41. Approves that the separated bi-directional cycle facility described in recommendation 12 at its southeast approach to Rosewarne Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

42. Approves that the northeast approach of Rosewarne Street at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
43. Approves that the northwest approach of Simeon Street at its intersection with Coronation Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
44. Approves that the southeast approach of Simeon Street at its intersection with Coronation Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
45. Approves that the separated bi-directional cycle facility described in recommendation 13 at its northwest approach to Sydney Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
46. Approves that the northeast approach of Sydney Street at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
47. Approves that the separated bi-directional cycle facility described in recommendation 14 at its southeast approach to Sydney Street and at its northwest approach to Elstow Place be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
48. Approves that the northeast approach of Elstow Place at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
49. Approves that the separated bi-directional cycle facility described in recommendation 15 at its southeast approach to Elstow Place and at its northwest approach to Bletsoe Avenue be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
50. Approves that the northeast approach of Bletsoe Avenue at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
51. Approves that the separated bi-directional cycle facility described in recommendation 16 at its southeast approach to Bletsoe Avenue and at its northwest approach to Rosebery Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
52. Approves that the northeast approach of Rosebery Street at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
53. Approves that the separated bi-directional cycle facility described in recommendation 17 at its southeast approach to Rosebery Street and at its northwest approach to Meadowville Avenue be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
54. Approves that the northeast approach of Meadowville Avenue at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
55. Approves that the separated bi-directional cycle facility described in recommendation 18 at its southeast approach to Meadowville Avenue be controlled by a Give Way control, in

accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

56. Approves that the southwest approach of Athelstan Street at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
57. Approves that the northwest approach of Simeon Street at its intersection with Milton Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
58. Approves that the southeast approach of Simeon Street at its intersection with Milton Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

Stopping and Parking Restrictions – West / Southwest Side (including side roads)

59. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Simeon Street commencing at a point 38 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street road boundary, and extending in a southerly direction for a distance of 5 metres.
60. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Simeon Street commencing at its intersection with Andrews Crescent and extending in a northerly direction for a distance of 35 metres.
61. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Andrews Crescent commencing at its intersection with Simeon Street and extending in a westerly direction for a distance of 30 metres. This reinstates existing stopping restrictions on this section of Andrews Crescent and ties in to the existing stopping restrictions continuing further west that are not affected by this project.
62. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Andrews Crescent commencing at its intersection with Simeon Street and extending in a westerly direction for a distance of 14 metres.
63. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Simeon Street commencing at its intersection with Andrews Crescent and extending in a southerly direction for a distance of 9 metres.
64. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Simeon Street commencing at its intersection with Howard Street and extending in a northerly direction for a distance of 17 metres.
65. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north / northwest side of Howard Street commencing at its intersection with Simeon Street and extending in a west / southwesterly direction for a distance of 13 metres.
66. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Howard Street commencing at its intersection with Simeon Street (being the intersecting

- point of the prolongation of the Howard Street and Simeon Street kerb lines) and extending in a southwesterly direction for a distance of 13 metres.
67. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Simeon Street commencing at its intersection with Howard Street (being the intersecting point of the prolongation of the Howard Street and Simeon Street kerb lines) and extending in a southerly direction for a distance of 23 metres.
  68. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the west side of Simeon Street commencing at a point 38 metres south of its intersection with Howard Street (being the intersecting point of the prolongation of the Howard Street and Simeon Street kerb lines) and extending in a southerly direction for a distance of 13 metres. This reinstates existing Metro Bus Stop ID 22810.
  69. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Diamond Avenue and extending in a northwesterly direction for a distance of 10 metres.
  70. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Diamond Avenue commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 10 metres.
  71. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Diamond Avenue commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 10 metres.
  72. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Diamond Avenue and extending in a southeasterly direction for a distance of 25 metres.
  73. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Coronation Street and extending in a northwesterly direction for a distance of 23 metres.
  74. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Coronation Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 16 metres.
  75. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Coronation Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 18 metres.
  76. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Coronation Street and extending in a southeasterly direction for a distance of 28 metres.

77. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at a point 107 metres northwest of its intersection with Sugden Street and extending in a northwesterly direction for a distance of 34 metres.
78. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Sugden Street and extending in a northwesterly direction for a distance of 12 metres.
79. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Sugden Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 12 metres.
80. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Sugden Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 12 metres.
81. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Sugden Street and extending in a southeasterly direction for a distance of 7 metres.
82. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at a point 68 metres southeast of its intersection with Sugden Street and extending in a southeasterly direction for a distance of 9 metres.
83. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 11 metres.
84. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Athelstan Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 21 metres.
85. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Athelstan Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 20 metres.
86. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Athelstan Street and extending in a southeasterly direction for a distance of 8 metres.
87. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Milton Street and extending in a northwesterly direction for a distance of 8 metres.
88. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of



Milton Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 30 metres. This reinstates existing stopping restrictions on this section of Milton Street and ties in to the existing stopping restrictions continuing further southwest that are not affected by this project.

89. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Milton Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 30 metres. This reinstates existing stopping restrictions on this section of Milton Street and ties in to the existing stopping restrictions continuing further southwest that are not affected by this project.

Stopping and Parking Restrictions – East / Northeast Side (including side roads)

90. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Simeon Street commencing at a point 38 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street boundary, and extending in a southerly direction for a distance of 130 metres.
91. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles on the east side of Simeon Street be restricted to a maximum time limit of 3 minutes between 8:00 am and 9:30 am and between 2:00 pm and 4:00 pm on school days only, commencing at a point 168 metres south of its intersection with Brougham Street when measured in a straight line parallel with the Simeon Street boundary and extending in a southerly direction for a distance of 29 metres.
92. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Simeon Street commencing at a point 197 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street boundary and extending in a southerly direction for a distance of 41 metres.
93. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Simeon Street commencing at a point 288 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street boundary and extending in a southerly then southeasterly direction for a distance of 25 metres.
94. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 78 metres northwest of its intersection with Rosewarne Street and extending in a northwesterly direction for a distance of 5 metres.
95. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 50 metres northwest of its intersection with Rosewarne Street and extending in a northwesterly direction for a distance of 6 metres.
96. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Rosewarne Street and extending in a northwesterly direction for a distance of 5 metres.
97. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Rosewarne Street commencing at its intersection with Simeon Street and extending in a

- northwesterly direction for a distance of 35 metres. This reinstates existing stopping restrictions on this section of Rosewarne Street and ties in to the existing stopping restrictions continuing further northwest that are not affected by this project.
98. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Rosewarne Street commencing at its intersection with Simeon Street and extending in a northeasterly direction for a distance of 12 metres. This reinstates existing stopping restrictions on this section of Rosewarne Street.
  99. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Rosewarne Street and extending in a southeasterly direction for a distance of 12 metres.
  100. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Coronation Street and extending in a northwesterly direction for a distance of 18 metres.
  101. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Coronation Street commencing at its intersection with Simeon Street and extending in a northeasterly direction for a distance of 29 metres. This reinstates existing stopping restrictions on this section of Coronation Street.
  102. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Coronation Street commencing at its intersection with Simeon Street and extending in a northeasterly direction for a distance of 28 metres. This reinstates existing stopping restrictions on this section of Coronation Street.
  103. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Coronation Street and extending in a southeasterly direction for a distance of 16 metres.
  104. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 48 metres southeast of its intersection with Coronation Street and extending in a southeasterly direction for a distance of 7 metres.
  105. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Sydney Street and extending in a northwesterly direction for a distance of 11 metres.
  106. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Sydney Street and extending in a southeasterly direction for a distance of 11 metres.
  107. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 21 metres northwest of its intersection with Elstow Place and extending in a northwesterly direction for a distance of 6 metres.

108. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Elstow Place and extending in a northwesterly direction for a distance of 8 metres.
109. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Elstow Place and extending in a southeasterly direction for a distance of 11 metres.
110. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Bletsoe Avenue and extending in a northwesterly direction for a distance of 52 metres.
111. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Bletsoe Avenue and extending in a southeasterly direction for a distance of 17 metres.
112. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 24 metres southeast of its intersection with Bletsoe Avenue and extending in a southeasterly direction for a distance of 7 metres.
113. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Rosebery Street and extending in a northwesterly direction for a distance of 10 metres.
114. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Rosebery Street and extending in a southeasterly direction for a distance of 10 metres.
115. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Meadowville Avenue and extending in a northwesterly direction for a distance of 66 metres.
116. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Meadowville Avenue and extending in a southeasterly direction for a distance of 113 metres.
117. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the northeast side of Simeon Street commencing at a point 113 metres southeast of its intersection with Meadowville Avenue and extending in a southerly direction for a distance of 13 metres. This reinstates existing Metro Bus Stop ID 54021.
118. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 126 metres southeast of its intersection with

Meadowville Avenue and extending in a southeasterly direction to its intersection with Milton Street.

119. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Milton Street commencing at its intersection with Simeon Street and extending in a northeasterly direction for a distance of 34 metres. This reinstates existing stopping restrictions on this section of Milton Street and ties in to the existing stopping restrictions continuing further northeast that are not affected by this project.
120. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Milton Street commencing at its intersection with Simeon Street and extending in a northeasterly direction for a distance of 30 metres. This reinstates existing stopping restrictions on this section of Milton Street and ties in to the existing stopping restrictions continuing further northeast that are not affected by this project.

Councillor Fields/Councillor Coker

**Carried**

## 16. Transport Choices - Little River Link Cycle Connections (Nga Puna Wai)

**Council Resolved CNCL/2023/00119**

### **Officer Recommendations accepted without change**

That the Council:

1. Approves that construction of the Transport Choices – Little River Link Cycle Connections (Nga Puna Wai) project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the changes, including widening and surfacing plus associated signage and markings, to paths and internal roadways within Nga Puna Wai Sports Hub as generally shown on the plan TP362201 ('Little River Cycle Connections: Nga Puna Wai Sports Hub', Sheets 1 and 2, Issue 1, dated 08/2023) included within this report as **Attachments A**.
3. Approves the installation of roadway and path lighting within the Nga Puna Wai Sports Hub as detailed on plans prepared by Connetics ('Road Lighting Upgrade: Nga Puna Wai Cycle Connection', Sheets 2 and 3, Issue A, dated 12-06-23) included within this report as **Attachment B**.

Councillor Moore/Councillor Keown

**Carried**

The meeting adjourned at 2.48pm and reconvened at 3.00pm.

## 10. Transport Choices - Improving Bromley's Roads

The Officer recommendations were Moved by Councillor Donovan and Seconded by Councillor Keown.

The meeting agreed to include an additional resolution (refer to resolution 61 below) regarding certain concerns raised by deputation submitters around Cypress Street.

The meeting then voted on the substantive motion which was declared carried.

### **Council Resolved CNCL/2023/00120**

That the Council:

#### General

1. Approves the following recommendations required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
2. Approves that any previous resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) to the extent that they are in conflict with resolutions 5 to 60 be revoked.
3. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
4. Approves that construction of the Transport Choices – Improving Bromley’s Roads project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.

#### McGregors Road/Hay Street/Butterfield Avenue

##### *General Arrangements*

5. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Hay Street, McGregor Road and Butterfield Avenue, as detailed on plan 310203418-TP74469-01-001-C101, and attached to this report as **Attachment A**.

##### *Shared Paths*

6. Approves that the path on the southern side of Hay Street, commencing at a point 23 metres west of its intersection with McGregor Road, and extending in an easterly direction to a point 58 metres east of its intersection with McGregor Road, as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A, be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
7. Approves that the path on the northern side of the Hay Street, commencing at a point 14 metres west of its intersection with Butterfield Avenue, and extending in an easterly direction to a point 39 metres east of its intersection with McGregor Road, as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A, be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

##### *Traffic Controls*

8. Approves that a roundabout be installed in accordance with Section 10.4 of the Land Transport Rule-Traffic Control Devices: 2004, including all kerb alignments, road surface treatments and road markings at the Hay Street and McGregors Road intersection, and also including all approaches to this intersection, as detailed on plan 310203418-TP74469-01-001-C101, and attached to this report as Attachment A.
9. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Hay Street at a point 20 metres west of its eastern intersection with McGregors Road and as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A.
10. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a priority cycle crossing be established on a raised platform on Hay Street at a point 20 metres west of its eastern intersection with McGregors Road and as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A and further approves that Give Way controls are placed against traffic approaching the crossing requiring that traffic to give way to users of the cycle crossing facility (in addition to users of the adjacent pedestrian crossing). These Give Way controls are to be evidenced by signs and/or markings installed in accordance with Land Transport Rule: Traffic Control Devices 2004.
11. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on McGregors Road at a point 12 metres south of its intersection with Hay Street and as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A.
12. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a priority cycle crossing be established on a raised platform on McGregors Road at a point 12 metres south of its intersection with Hay Street and as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A and further approves that Give Way controls are placed against traffic approaching the crossing requiring that traffic to give way to users of the cycle crossing facility (in addition to users of the adjacent pedestrian crossing). These Give Way controls are to be evidenced by signs and/or markings installed in accordance with Land Transport Rule: Traffic Control Devices 2004.

*Stopping and Parking Restrictions*

13. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Hay Street commencing 41 metres southwest of its intersection with Butterfield Avenue, and extending in a northeasterly, then easterly direction for a distance of 157 metres to tie into existing no stopping restrictions west of the intersection of Hay Street and Kuaka Crescent.
14. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the western side of Butterfield Avenue commencing at its intersection with Hay Street and extending in a northerly direction for a distance of 9 metres.
15. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the eastern side of Butterfield Avenue commencing at its intersection with Hay Street and extending in a northerly direction for a distance of 9 metres.
16. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the western side of

- McGregors Road (north of Hay Street), commencing at its intersection with Hay Street and extending in a northerly direction for a distance of 15 metres.
17. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the eastern side of McGregor's Road (north of Hay Street), commencing at its intersection with Hay Street and extending in a northerly direction for a distance of 15 metres.
  18. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Hay Street, commencing at a point 40 metres west of its intersection with McGregor's Road (south of Hay Street) and extending in an easterly direction to a point 107 metres west of Korora Street.
  19. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of McGregor's Road (south of Hay Street), commencing at its intersection with Hay Street, and extending in a southerly direction for a distance of 40 metres.
  20. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Hay Street, commencing at its intersection with McGregor's Road (south side of Hay Street), and extending in a south easterly direction for a distance of 21 metres.
  21. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the island south of Hay Street, beginning at a point parallel to the west edge of the property accessway of 86 Hay Street and following the island's kerb in a complete loop.
  22. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, beginning at a point 2 metres east of the property access to 86 Hay Street, and following the island's kerb in a complete loop.
  23. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the western side of McGregor's Road commencing at its intersection with Hay Street and extending in a southerly direction for a distance of 18 metres.
  24. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the southeast side of the service lane providing access to 72 McGregor's Road and 82-82 Hay Street commencing at its intersection with McGregor's Road and extending generally in a northeast direction to a point 9 metres northeast of the property boundary between 70 and 72 McGregor's Road when measured in a straight line parallel to the road boundary.

#### Hay Street/Ruru Road

##### *General Arrangements*

25. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Ruru Road and Hay Street, as detailed on plan 310203418-TP74469-01-002-C101, and attached to this report as **Attachment A**.

##### *Traffic Controls*

26. Approves that a roundabout be installed in accordance with Section 10.4 of the Land Transport Rule-Traffic Control Devices: 2004, including all kerb alignments, road surface

treatments and road markings at the Hay Street and Ruru Road intersection, and also including all approaches to this intersection, as detailed on plan 310203418-TP74469-01-001-C102, dated 29/08/23 and attached to this report as Attachment A.

27. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Hay Street at a point 7 metres south of its intersection with Ruru Road and as detailed on plan 310203418-TP74469-01-001-C102, dated 29/08/23 and attached to this report as Attachment A.
28. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Ruru Road at a point 20 metres east of its intersection with Hay Street and as detailed on plan 310203418-TP74469-01-001-C102, dated 29/08/23 and attached to this report as Attachment A.

#### *Stopping and Parking Restrictions*

29. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Ruru Road commencing at a point on the road boundary parallel to the property boundary between 45 Ruru Road and Memorial Park Cemetery and extending in a southeasterly direction for a distance of 44 metres following the road boundary.
30. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Ruru Road commencing at a point 3 meters southeast of the property boundary between 45 and 47 Ruru Road when measured in a straight line parallel to the road boundary, and extending in a southeasterly direction for a distance of 47 metres.
31. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Ruru Road commencing at its intersection with Hay Street, and extending in a northwesterly direction for a distance of 48 metres.
32. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Ruru Road commencing at its intersection with Hay Street, and extending in a southeasterly direction for a distance of 30 metres.
33. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Hay Street, commencing at its intersection with Ruru Road and extending in a southwesterly direction for a distance of 32 metres.
34. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Hay Street, commencing at its intersection with Ruru Road and extending in a southwesterly direction for a distance of 38 metres.

#### Keighleys Road/Bromley Road

##### *General Arrangements*

35. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Bromley Road and Keighleys Road, as detailed on plan 310203418-TP74469-01-003-C101 and attached to this report as **Attachment A**.



McGregors Road/Walcot Street

*General Arrangements*

36. Approves all kerb alignments, road surface treatments, traffic islands and road markings on McGregor's Road and Walcot Street, as detailed on plan 310203418-TP74469-01-004-C101 and attached to this report as **Attachment A**.

*Traffic Controls*

37. Approves that a roundabout be installed in accordance with Section 10.4 of the Land Transport Rule-Traffic Control Devices: 2004, including all kerb alignments, road surface treatments and road markings at the McGregor's Road and Walcot Street intersection, as detailed on plan 310203418-TP74469-01-001-C104, dated 29/08/23 and attached to this report as Attachment A.

*Stopping and Parking Restrictions*

38. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Walcot Street, commencing at its intersection with McGregor's Road and extending in a northwesterly direction for a distance of 20 metres.
39. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northwest side of McGregor's Road, commencing at its intersection with Walcot Street and extending in a northeasterly direction for a distance of 23 metres.
40. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southeast side of McGregor's Road, commencing at its intersection with Walcot Street and extending in a northeasterly direction for a distance of 22 metres.
41. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Walcot Street commencing at its intersection with McGregor's Road Street and extending in a southeasterly direction for a distance of 18 metres.
42. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Walcot Street, commencing at its intersection with McGregor's Road and extending in a southeasterly direction for a distance of 13 metres.
43. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southeast side of McGregor's Road commencing at its intersection with Walcot Street and extending in a southwesterly direction for a distance of 16 metres.
44. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northwest side of McGregor's Road, commencing at its intersection with Walcot Street and extending in a southwesterly direction for a distance of 19 metres.
45. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Walcot Street commencing at its intersection with McGregor's Road and extending in a northwesterly direction for a distance of 20 metres.

Hay Street/Korora Street

*General Arrangements*

46. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Hay Street and Korora Street, as detailed on plan 310203418-TP74469-01-005-C101, and attached to this report as **Attachment A**.

*Stopping and Parking Restrictions*

47. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Hay Street commencing 12 metres west of its intersection with Korora Street, and extending in an easterly direction for a distance of 40 metres.
48. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Hay Street, commencing at its intersection with Korora Street and extending in a westerly direction for a distance of 12 metres.
49. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Hay Street, commencing at its intersection with Korora Street and extending in an easterly direction for a distance of 17 metres.
50. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Korora Street commencing at its intersection with Hay Street, extending in a southerly direction for a distance of 14 metres.
51. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Korora Street commencing at its intersection with Hay Street, extending in a southerly direction for a distance of 14 metres.

Korora Street/Kawau Crescent

*General Arrangements*

52. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Korora Street and Kawau Crescent, as detailed on plan 310203418-TP74469-01-006-C101, and attached to this report as **Attachment A**.

*Stopping and Parking Restrictions*

53. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Korora Street commencing 21 metres northeast of its intersection with Keighleys Road and extending in a northeasterly direction for a distance of 42 metres.
54. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Korora Street commencing at its intersection with Kawau Crescent, and extending in a northerly direction for a distance of 20 metres.
55. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Korora Street commencing at its intersection with Kawau Crescent, and extending in a southerly direction for a distance of 24 metres.
56. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of

Kawau Crescent commencing at its intersection with Korora Street and extending in an easterly direction for a distance of 15 metres.

57. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Kawau Crescent commencing at its intersection with Korora Street and extending in an easterly direction for a distance of 15 metres.

#### Road/Raymond Road

##### *General Arrangements*

58. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Korora, commencing at its intersection with Kawau Crescent, and extending in a northerly, easterly, and southerly direction as detailed on plan 310203418-TP74469-01-007-C101, dated 29/08/23 and attached to this report as **Attachment A**.

##### *Shared Paths*

59. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the west side of Raymond Road commencing at its intersection with Bromley Road and extending in a northerly direction for a distance of 57 metres. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

#### Bromley School, Keighleys Road

##### *General Arrangements*

60. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Keighleys Road, as detailed on plan 310203418-TP74469-01-008-C101, and attached to this report as **Attachment A**.
61. *Notes that staff will address the concerns raised regarding Cypress Street through other programmes of work as soon as possible.*

Councillor Donovan/Councillor Keown

**Carried**

Councillor McLellan left the meeting at 3.21pm and returned at 3.28pm during consideration of Item 5.

## **5. Transport Choices - Westmorland Cycle Connection**

The Officer recommendations were Moved by Councillor Coker and Seconded by Councillor Templeton.

The meeting agreed to include an additional resolution (refer to resolution 58 below) regarding the development at 250-258 Cashmere Road and the exit road planned to be offset from Penruddock Rise.

During debate Councillor Templeton raised a Point of Order regarding a comment made by Councillor Keown during his debate which remarked on the absence of another Councillor. Councillor Keown then agreed to withdraw his comment.

At the conclusion of debate the meeting then voted on the substantive motion which was declared carried.

## Council Resolved CNCL/2023/00121

That the Council:

### Funding

1. Approves that construction of the Westmorland Cycle Connection project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the following recommendations required for the implementation of the Transport Choices – Westmorland Cycle Connection project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.

### Revocations and General

3. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) on the south side of Cashmere Road commencing at a point 15 metres west of its intersection with Worsleys Road and extending in a westerly direction to a point 30 metres west of its intersection with Penruddock Rise be revoked.
4. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) on the north side of Cashmere Road commencing at a point 161 metres east of its intersection with Mavin Road and extending in a westerly direction to a point 30 metres west of its intersection with Penruddock Rise (measured from a prolongation of the western Penruddock Rise kerb line) be revoked.
5. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) within 30 metres of the respective intersections of Cashmere Road with Mavin Road, Opihi Street, Kaiwara Street, Leistrella Road and Penruddock Rise be revoked.
6. Notes that the distances referenced in recommendations 3-5 are measured from existing kerb alignments, whereas references to distances in the following recommendations hereinafter are measured from existing kerb alignments where these are retained or new kerb alignments where these have been modified as shown on plans titled Christchurch City Council Westmorland Cycleway Connection Cashmere Road (Penruddock Rise to Hoon Hay Road): General Layout Sheets 1-3 (Sheet Numbers C30–C 32, Revision A) attached to this report as **Attachment A**.
7. Notes that recommendations 3-5 above specifically exclude the intersection of Cashmere Road with Worsleys Road and Hoon Hay Road, and specifically the traffic signal and slip lane priority controls at that intersection, which is unaffected by this project.
8. Approves the road layout, including all kerb alignments, road surface treatments, traffic islands, traffic calming features and road markings on Cashmere Road, commencing at a point 10 metres west of its intersection with Worsleys Road (south side) and 153 metres east of its intersection with Mavin Road (north side), and extending in a westerly direction to a point 19 metres west of its intersection with Penruddock Rise, and on intersecting road approaches to Cashmere Road, as detailed on plans titled Christchurch

City Council Westmorland Cycleway Connection Cashmere Road (Penruddock Rise to Hoon Hay Road): General Layout Sheets 1-3 (Sheet Numbers C30–C 32, Revision A) attached to this report as **Attachment A**.

#### Separated Cycle Facilities

9. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling west, be established on the south side of Cashmere Road commencing at a point 15 metres west of its intersection with Worsleys Road and extending in a westerly direction to a point 9 metres east of its intersection with Opihi Street.
10. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling west, be established on the south side of Cashmere Road commencing at a point 12 metres west of its intersection with Opihi Street and extending in a westerly direction for a distance of 200 metres.
11. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling east, be established on the north side of Cashmere Road commencing at a point 78 metres west of its intersection with Leistrella Road and extending in an easterly direction to a point 8 metres west of its intersection with Leistrella Road.
12. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling east, be established on the north side of Cashmere Road commencing at a point 12 metres east of its intersection with Leistrella Road and extending in an easterly direction to a point 9 metres west of its intersection with Kaiwara Street.
13. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling east, be established on the north side of Cashmere Road commencing at a point 12 metres east of its intersection with Kaiwara Street and extending in an easterly direction to a point 8 metres west of its intersection with Mavin Road.
14. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling east, be established on the north side of Cashmere Road commencing at a point 9 metres east of its intersection with Mavin Road and extending in an easterly direction for a distance of 137 metres.

#### Cycle Lanes

15. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling west, be established on the south side of Cashmere Road commencing at a point 9 metres east of its intersection with Opihi Street and extending in a westerly direction to a point 12 metres west of its intersection with Opihi Street.
16. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling west, be established on the south side of Cashmere Road commencing at a point 212 metres west of its intersection with Opihi Street and extending in a westerly direction for a distance of 129 metres.

17. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling west, be established on the south side of Cashmere Road commencing at a point 13 metres west of its intersection with Penruddock Rise and extending in a westerly direction for a distance of 17 metres. This replaces (and slightly extends) the existing special vehicle (cycle) lane on this section of Cashmere Road and ties into the existing special vehicle (cycle) lane continuing further west that is not affected by this project.
18. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling east, be established on the north side of Cashmere Road commencing at a point 8 metres west of its intersection with Leistrella Road and extending in an easterly direction to a point 12 metres east of its intersection with Leistrella Road.
19. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling east, be established on the north side of Cashmere Road commencing at a point 9 metres west of its intersection with Kaiwara Street and extending in an easterly direction to a point 12 metres east of its intersection with Kaiwara Street.
20. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling east, be established on the north side of Cashmere Road commencing at a point 8 metres west of its intersection with Mavin Road and extending in an easterly direction to a point 9 metres east of its intersection with Mavin Road.
21. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling east, be established on the north side of Cashmere Road commencing at a point 146 metres west of its intersection with Mavin Road and extending in an easterly direction for a distance of 14 metres. This replaces the existing special vehicle (cycle) lane on this section of Cashmere Road and ties in to the existing special vehicle (cycle) lane continuing further east through to the intersection that is not affected by this project.

#### Shared Paths

22. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the south side of Cashmere Road commencing at a point 147 metres west of its intersection with Opihi Street and extending in a westerly direction to its intersection with Penruddock Rise (connecting with the east side of Penruddock Rise at a point 7 metres south of its intersection with Cashmere Road). This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
23. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the south side of Cashmere Road commencing at a point 18 metres west of its intersection with Penruddock Rise and extending in an easterly direction to its intersection with Penruddock Rise then in a southerly direction on the west side of Penruddock Rise to a point 13 metres south of its intersection with Cashmere Road. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Priority Controlled Crossings

24. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974, and contingent on approval of recommendation 9 relating to the separated uni-directional cycle facility on the south side of Cashmere Road, that pedestrian crossings be resolved and established in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 across the separated uni-directional cycle facility on the south side of Cashmere Road at a point 48 metres west of the intersection of Cashmere Road with Opihi Street and extending in a westerly direction for a distance of 2 metres and at a point 53 metres west of the intersection of Cashmere Road with Leistrella Road and extending in a westerly direction for a distance of 2 metres.
25. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a signalised roadway crossing for the use of pedestrians and cycles be installed on Cashmere Road, commencing at a point 71 metres east of its intersection with Leistrella Road and extending in an easterly direction for a distance of 6 metres. The signalised crossing is to be installed and operated in accordance with relevant sections of Land Transport Rule: Traffic Control Devices 2004.
26. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974, and contingent on approval of recommendation 11 relating to the separated uni-directional cycle facility on the north side of Cashmere Road, that pedestrian crossings be resolved and established in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 across the separated uni-directional cycle facility on the north side of Cashmere Road at a point 125 metres east of the intersection of Cashmere Road with Leistrella Road and extending in an easterly direction for a distance of 2 metres and at a point 131 metres east of the intersection of Cashmere Road with Leistrella Road and extending in an easterly direction for a distance of 2 metres.

Intersection Controls

27. Approves that the south approach of Opihi Street at its intersection with Cashmere Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
28. Approves that the south approach of Penruddock Rise at its intersection with Cashmere Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
29. Approves that the north approach of Leistrella Road at its intersection with Cashmere Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
30. Approves that the north approach of Kaiwara Street at its intersection with Cashmere Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
31. Approves that the north approach of Mavin Road at its intersection with Cashmere Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

Stopping and Parking Restrictions –South Side (including side roads)

32. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Cashmere Road commencing at a point 15 metres west of its intersection with Worsleys Road, and extending in a westerly direction to its intersection with Opihi Street.

33. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Opihi Street commencing at its intersection with Cashmere Road, and extending in a southerly direction for a distance of 20 metres.
34. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Opihi Street commencing at its intersection with Cashmere Road, and extending in a southerly direction for a distance of 20 metres.
35. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Cashmere Road commencing at its intersection with Opihi Street, and extending in a westerly direction for a distance of 28 metres.
36. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the south side of Cashmere Road commencing at a point 40 metres west of its intersection with Opihi Street and extending in a westerly direction for a distance of 15 metres.
37. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Cashmere Road commencing at a point 55 metres west of its intersection with Opihi Street, and extending in a westerly direction to a point 59 metres east of its intersection with Penruddock Rise.
38. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the south side of Cashmere Road commencing at a point 59 metres east of its intersection with Penruddock Rise and extending in a westerly direction for a distance of 15 metres.
39. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Cashmere Road commencing at its intersection with Penruddock Rise, and extending in an easterly direction for a distance of 44 metres.
40. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Penruddock Rise commencing at its intersection with Cashmere Road, and extending in a southerly direction for a distance of 23 metres.
41. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Penruddock Rise commencing at its intersection with Cashmere Road, and extending in a southerly direction for a distance of 23 metres.
42. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Cashmere Road commencing at its intersection with Penruddock Rise, and extending in a westerly direction for a distance of 30 metres. This reinstates existing stopping restrictions on this section of Cashmere Road and ties in to the existing stopping restrictions continuing further west that are not affected by this project.

Stopping and Parking Restrictions –North Side (including side roads)



43. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Cashmere Road commencing at a point 455 metres west of its intersection with Leistrella Road, and extending in an easterly direction for a distance of 142 metres.
44. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the north side of Cashmere Road commencing at a point 313 metres west of its intersection with Leistrella Road and extending in an easterly direction for a distance of 15 metres.
45. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Cashmere Road commencing at its intersection with Leistrella Road, and extending in a westerly direction for a distance of 298 metres.
46. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Leistrella Road west side commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 15 metres.
47. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Leistrella Road east side commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 15 metres.
48. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Cashmere Road commencing at its intersection with Leistrella Road and extending in an easterly direction for a distance of 121 metres.
49. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the north side of Cashmere Road commencing at a point 121 metres east of its intersection with Leistrella Road and extending in an easterly direction for a distance of 14 metres.
50. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Cashmere Road commencing at a point 135 metres east of its intersection with Leistrella Road and extending in an easterly direction to its intersection with Kaiwara Street.
51. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Kaiwara Street commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 13 metres.
52. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Kaiwara Street commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 12 metres.
53. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of

Cashmere Road commencing at its intersection with Kaiwara Street, and extending in an easterly direction to its intersection with Mavin Road.

54. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Mavin Road commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 15 metres.
55. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Mavin Road commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 17 metres.
56. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Cashmere Road commencing at its intersection with Mavin Road, and extending in an easterly direction for a distance of 161 metres. This ties in to the existing stopping restrictions on this section of Cashmere Road continuing further east that are not affected by this project.

General

57. Approves that the traffic controls, stopping and/or parking restrictions described in recommendations 3-56 take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations) and, in the case of traffic signal infrastructure, activated.
58. *Note that the development at 250 -258 Cashmere Road currently has an exit road planned to be off-set from Penruddock Rise and requests staff to investigate the opportunity to align this exit with Penruddock Rise, also noting that the current design does not preclude this option.*

Councillor Coker/Councillor Templeton

**Carried**

Councillors Barber, Henstock, Keown, and Peters requested their vote against the motion be recorded.

Councillors Johanson and Moore requested their abstention from the vote be recorded.

**Karakia Whakamutunga:** Given by all Councillors.

**Meeting concluded at 3.47pm.**

**CONFIRMED THIS 4<sup>th</sup> DAY OF OCTOBER 2023.**

**MAYOR PHIL MAUGER  
CHAIRPERSON**