

Attachment C: Changes to the plans for Victoria Street and surrounding traffic routes following consultation

Bealey/Papanui/Victoria Intersection

- Removal of proposed bus stops at #17 and 22.
- Additional green marking across entrance/exit to petrol Station.
- Remove the slip lane from Bealey Avenue to Papanui Road following requests for improved pedestrian crossing safety and priority.
- Kerb indents on the north side of Bealey Avenue to the east of Papanui Road to accommodate parking and allow for cycle lanes as per the Streets and Spaces design guide. This parking is now recommended to be time restricted to P120 following the additional consultation and discussion with Knox Church.
- Retain two car parks on the south side of Bealey Avenue outside Knox church to the west of Knox Lane. These will be also time restricted to P120 for consistency with other time restrictions.
- Change parking time restrictions from P60 to P120 on the south side of Bealey Avenue to the west of Victoria Street.

Victoria Street (North)

- Additional lane for buses to travel north from Victoria Street, with a shared lane for left turning vehicles and cycles to travel northbound.
- Landscaping beds at the gateway to re-enforce the slow zone and add additional greenery to the street.
- Provide clarity around the area for a parking space in front of Knox Church for wedding cars/hearse.
- Bus stops retained in current locations outside 148 and 159 Victoria Street so proposed bus stops removed outside 102 and 137 Victoria Street.
- Current loading zone outside 148 Victoria Street re-instated.
- All parking proposed at P\$60 for consistency.
- Two P\$60 parking spaces provided outside 145-149 (change from two P10 spaces)
- P5 loading zone added outside 143 Victoria Street to service businesses on west side
- Changes to build out and parking spaces outside 118 and 106 Victoria Street.
- Motorcycle parking has been relocated to outside 137 Victoria Street.
- Change to cycle lane approach on Montreal Street (south of Salisbury Street) to provide separation between people on bicycles and vehicles.
- Additional car parking and night time taxi stands on the east side of Victoria Street outside 90 Victoria Street.
- Additional car parking on the west side provided outside 113 Victoria Street.
- Re-introduce access for vehicles between Victoria Street north and south with an additional traffic lane to separate left turners and through vehicles.
- Replace the standard Norway maples on the plans to the narrower upright variety (*Acer platanoides columnar*).

Victoria Street (South)

- Additional car parking provided on the east side of Victoria Street outside 76 Victoria Street.
- Additional car parking provided on the west side outside 91 Victoria Street.
- Proposed bus stop on the west side outside 87 Victoria Street.
- Replace the standard Norway maples on the plans to the narrower upright variety (*Acer platanoides columnar*).
- Proposed bus stop outside 56 Victoria Street. Marked as parking until the bus stop is required for Kilmore Street two-way changes.

- Changes to parking and loading outside the casino following ongoing liaison with the Casino.
- Changes to the Peterborough/Victoria intersection to provide improved left turn for vehicle access to Durham Street.
- Additional parking on the west side of Victoria Street south of Peterborough Street including a motorcycle park.
- Right turn for general traffic re-introduced from Kilmore Street to Victoria Street.
- Kilmore Street shown as two-way for bus access from Victoria Street to Kilmore Street.
- Additional landscaping areas on Durham Street south of Kilmore Street at the gateway to 30km/hr zone.

Montreal Street

- Change from P120 Mon – Fri to P120 Mon-Sun on the west side of Montreal Street following discussions with Knox Church and further consultation.
- Build out on the west side of Montreal Street to define end of parking and start of left turn lane and reduce vehicles using the cycle lane for longer reducing safety (if no parking present, vehicles will move over to the left turn lane quicker).
- Changes to cycle markings on Montreal Street to provide painted buffer between car parking and people on bicycles and a buffer between people on bicycles and vehicles.
- Advanced green box provided on the kerbside left turn lane on Montreal Street.
- Additional turn arrow provided in the cycle lane on Montreal Street for wayfinding.

Bealey Avenue (Papanui Road to Durham Street)

- Cycle lanes now provided on Bealey Avenue between Montreal Street and Durham Street as per Streets and Spaces Design Guide.
- Additional road markings provided in the Bealey/Durham intersection for right turning vehicles.
- Reduced island nosing on Bealey Avenue (west) for turning vehicles into Durham Street.