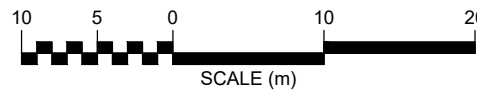
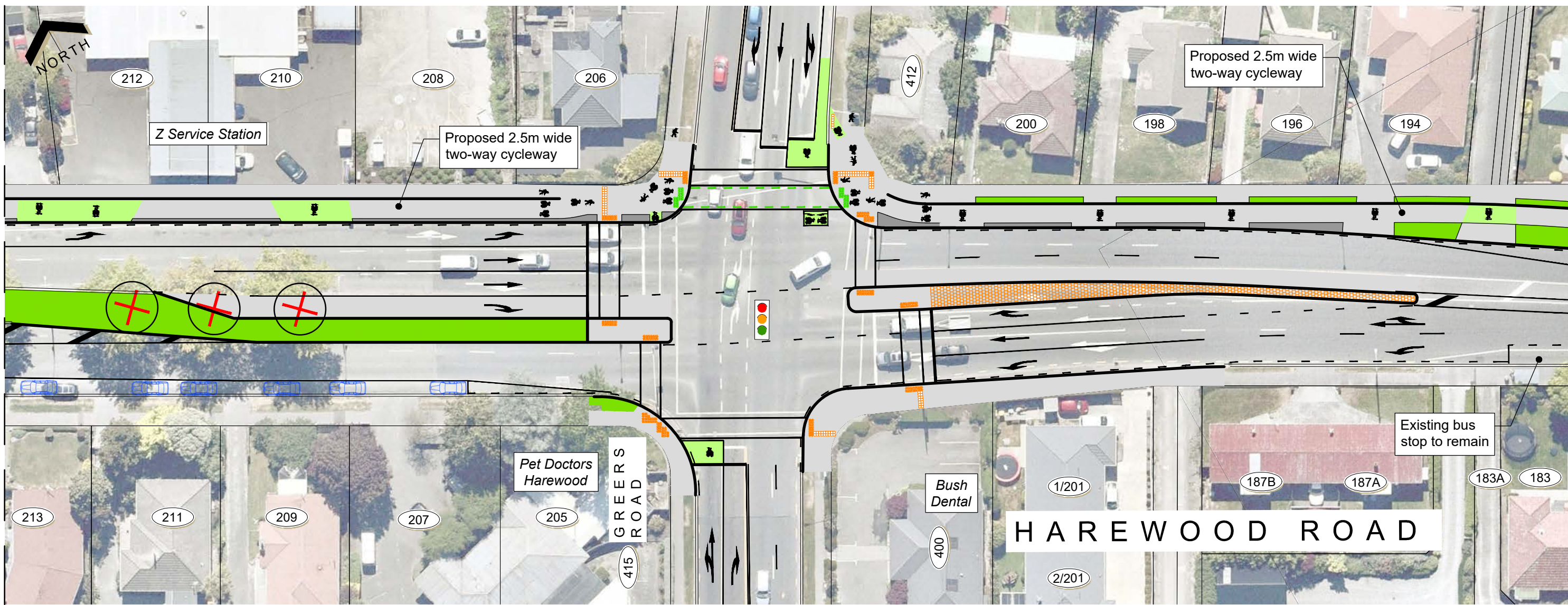


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JOIN LINE - REFER SHEET 12

JOIN LINE - REFER SHEET 14



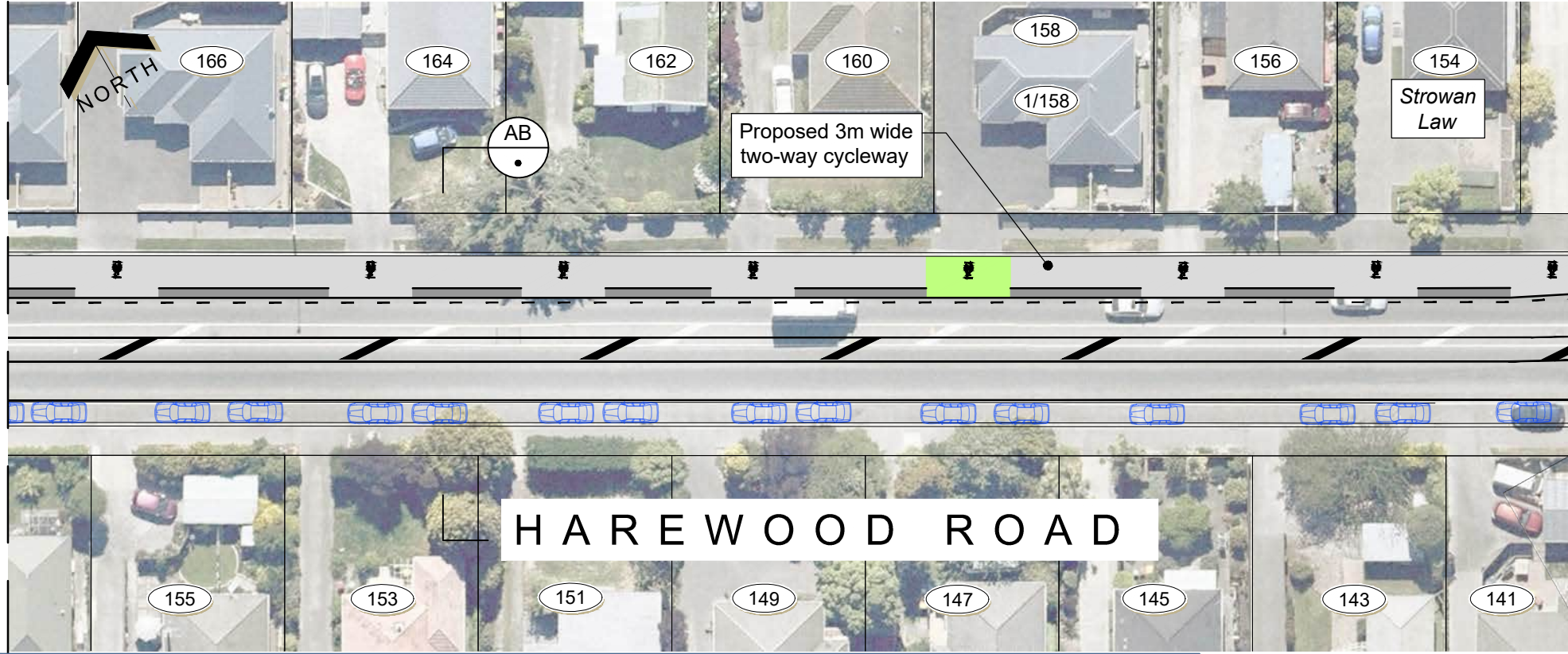
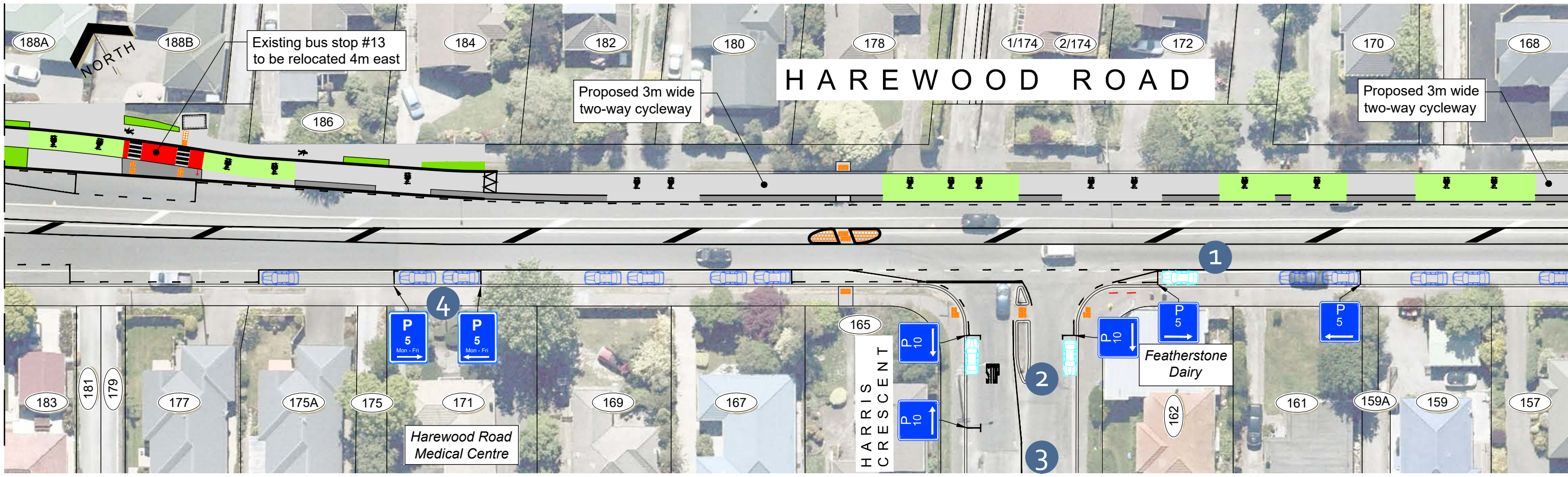
KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

Original size mm
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© Copyright Christchurch City Council / Aerial photography sourced from Nearmaps

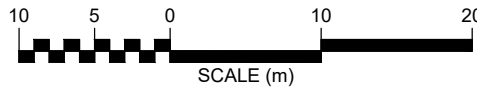
JOIN LINE - REFER SHEET 13

JOIN LINE K

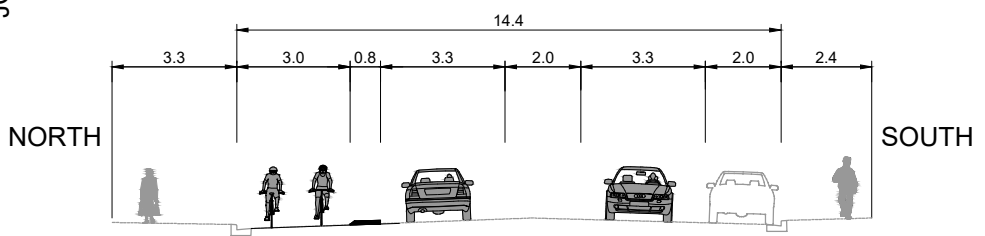
JOIN LINE K



- Proposed design changes following consultation:**
- 1 An additional on-street parking space is provided on Harewood Road outside the Featherstone Dairy. This is designated P5.
 - 2 Two additional on-street parking spaces are provided on Harris Crescent (west), one on each side of the road.
 - 3 On the western side of Harris Crescent (west) at Harewood Road, two spaces are designated P10. On the eastern side, the length between Harewood Road and the first driveway is designated P10.
 - 4 Two P5 (Monday to Friday) spaces are designated outside the Harewood Road Medical Centre.



KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

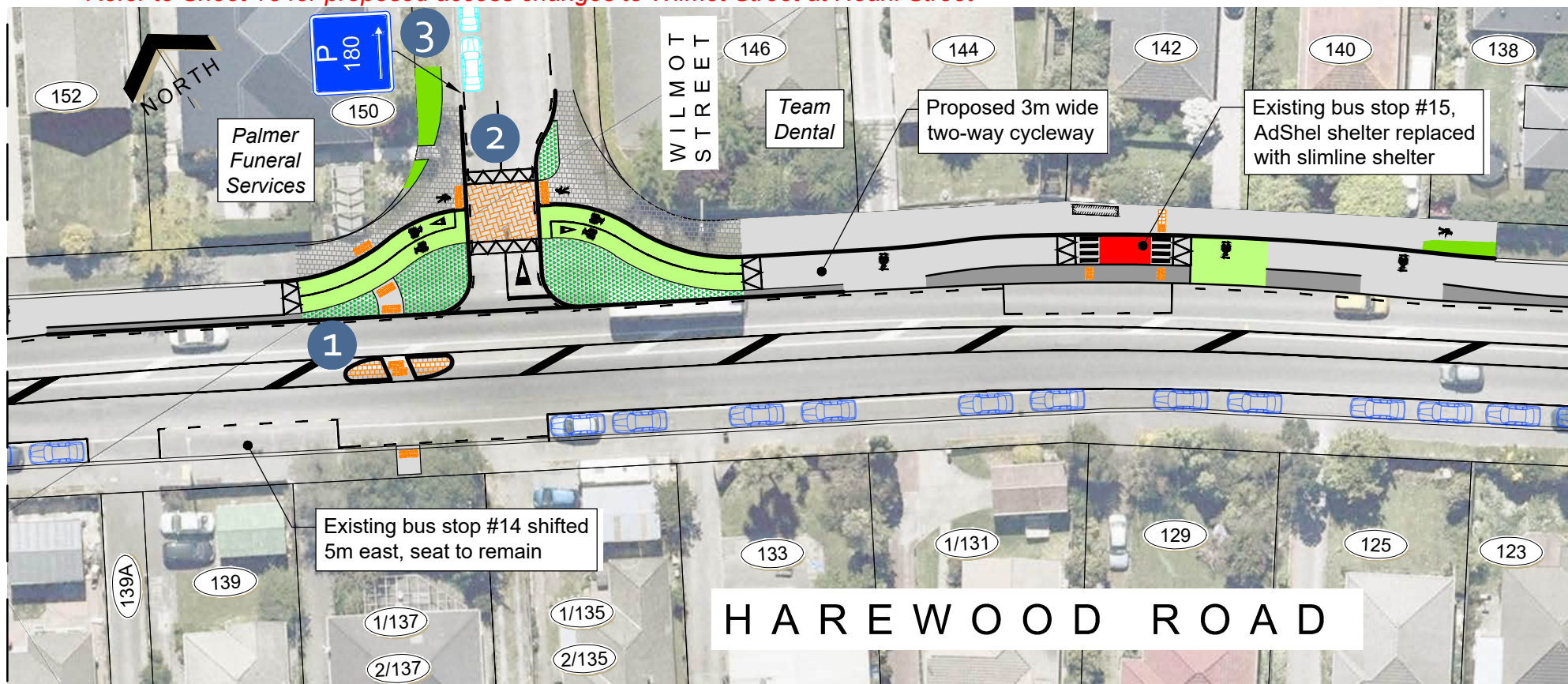


CROSS SECTION (Not To Scale)

Refer to Sheet 18 for proposed access changes to Wilmot Street at Hoani Street

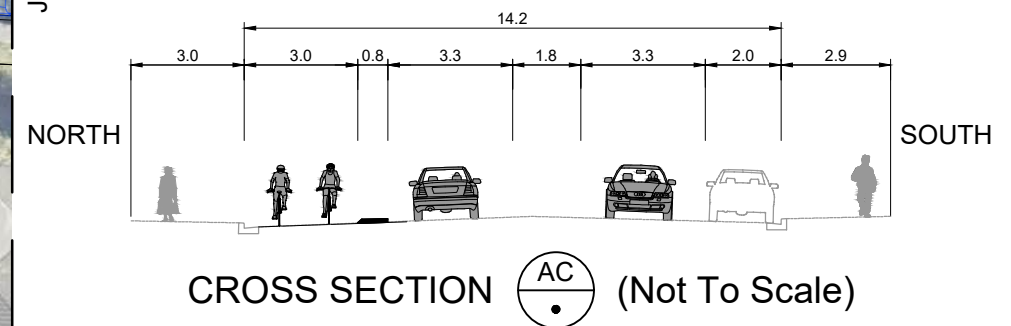
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JOIN LINE - REFER SHEET 14

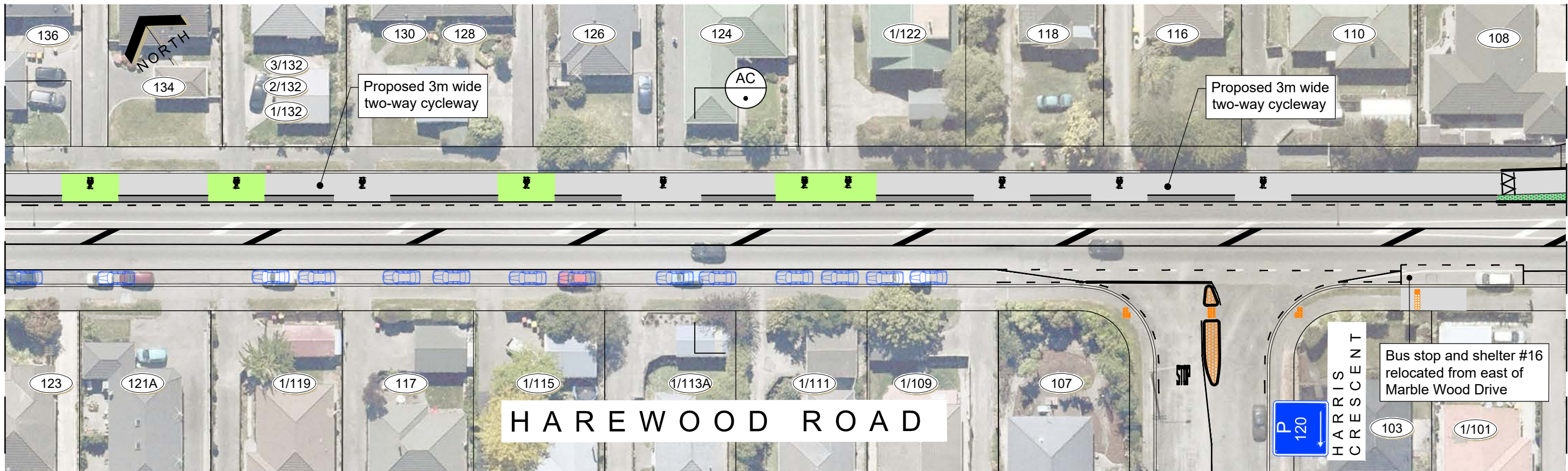


JOIN LINE L

KEY	
	Existing kerb
	Proposed kerb
	Proposed separator
	Cycleway - separated
	Cycle lane - painted
	Shared path
	No stopping line
	Proposed lighting column (location indicative)
	Parking space
	Cycleway bus stop
	Ramp
	Tactile pavers
	Cycle stands
	Patterned surface
	Grass/Landscaping
	Existing tree to be removed
	Proposed tree
	Parking space added

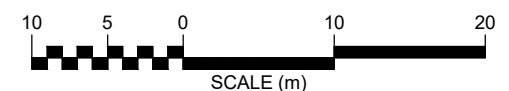


JOIN LINE L



JOIN LINE - REFER SHEET 16

- Proposed design changes following consultation:**
- 1 A pedestrian refuge island is added on Harewood Road near Wilmot Street. A portion of cycleway is narrowed to fit the pedestrian island.
 - 2 The proposed cul-de-sac at Wilmot Street is shifted to the intersection with Hoani Street. This provides two additional on-street parking spaces on Wilmot Street outside Palmer Funeral Services.
 - 3 The proposed P120 parking restrictions on Wilmot Street are changed to P180.

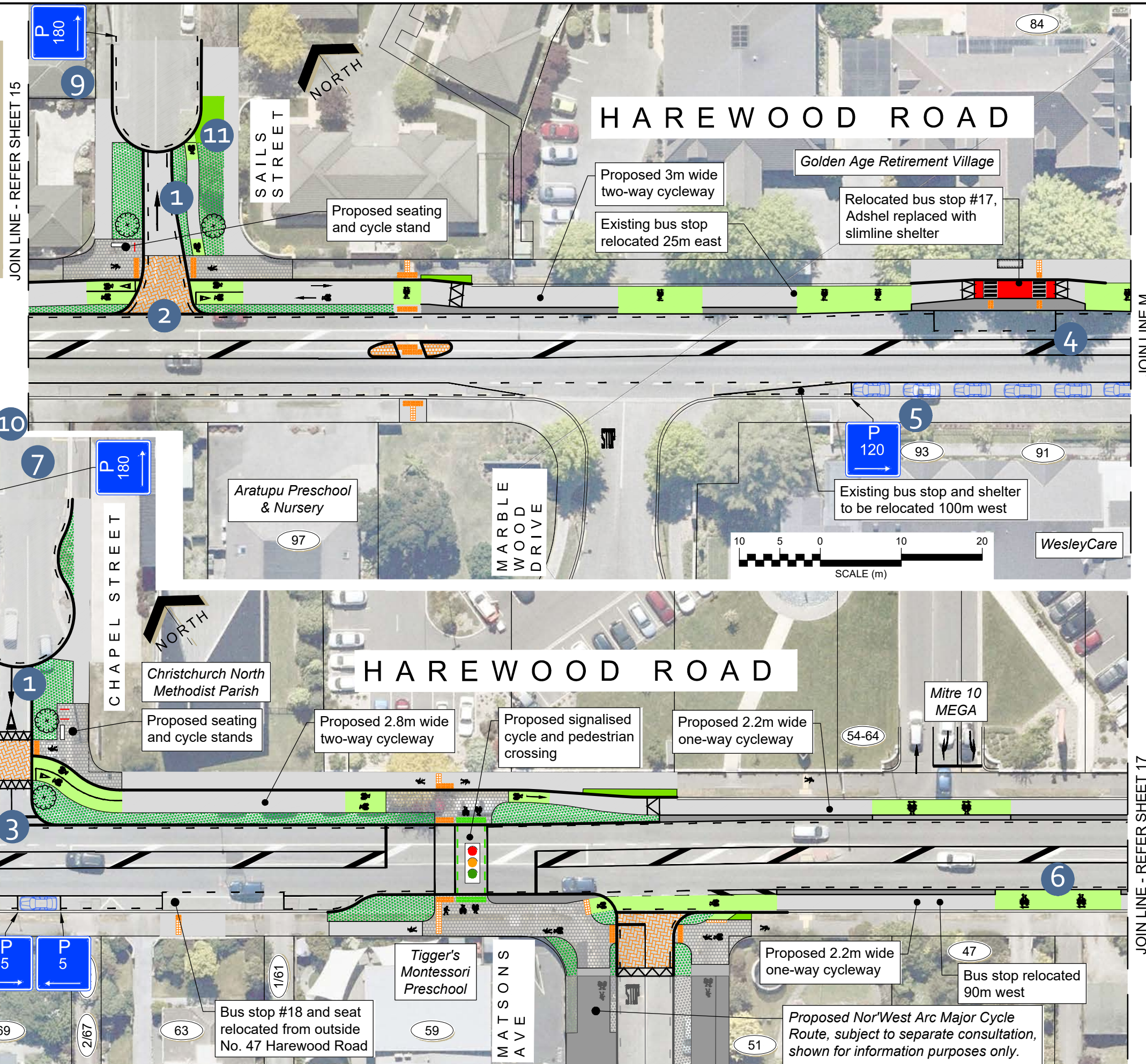


KEY

	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

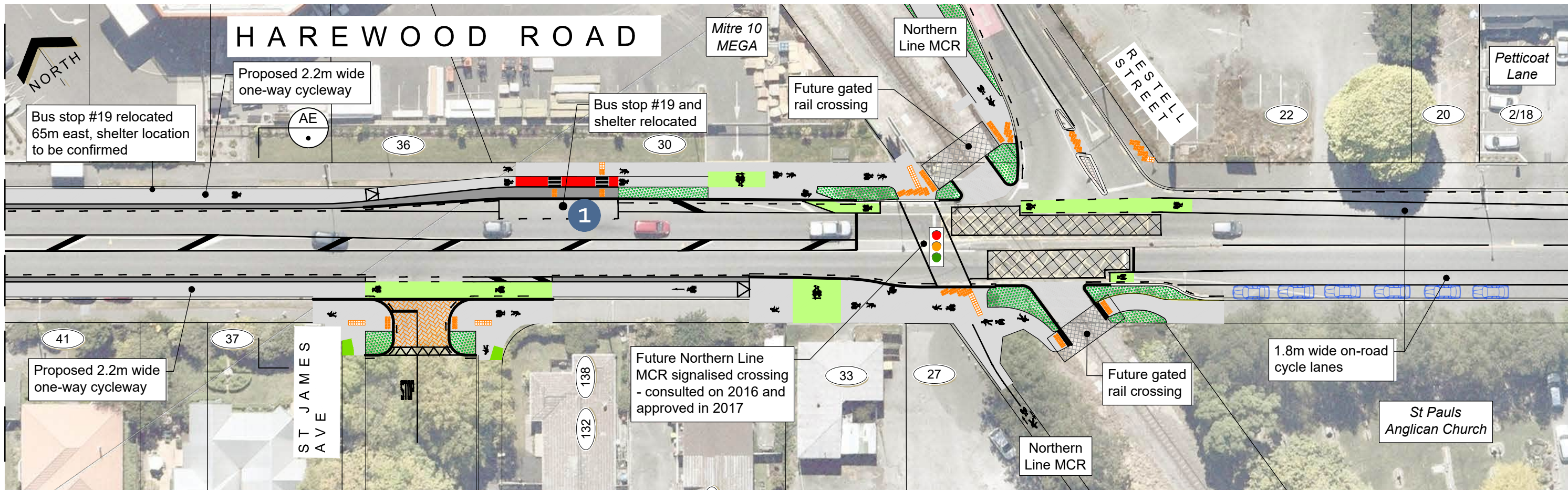
Proposed design changes following consultation:

- The proposed vehicle access restrictions at the intersections of Chapel Street and Sails Street with Harewood Road are swapped. Sails Street becomes entry only off Harewood Road, Chapel Street becomes exit only onto Harewood Road.
- The entrance onto Sails Street from Harewood Road is widened, making it easier for larger vehicles to negotiate the corner.
- The exit onto Harewood Road (now from Chapel Street) is widened, allowing two vehicles to sit side-by-side.
- The bus stop outside Golden Age is indented further, providing more space for traffic to pass a stopped bus.
- The proposed P60 parking restrictions outside Wesley Care are changed to P120.
- The driveway opening in the cycleway separator at No. 41/47 Harewood Road is lengthened.
- The proposed P120 parking restrictions on Chapel Street are changed to P180.
- The existing P120 parking restrictions on the western side of Chapel Street are changed to P180.
- The proposed P120 parking restrictions on Sails Street are changed to P180.
- Some on-street parking on Chapel Street (5 spaces) and Langdons Road (2 spaces) are proposed to be removed at the intersection of these two roads. This will prevent right-turning vehicles holding up following traffic and will make access easier for larger vehicles.
- The design of the turning head of Sails Street is adjusted to allow the tree to be retained.



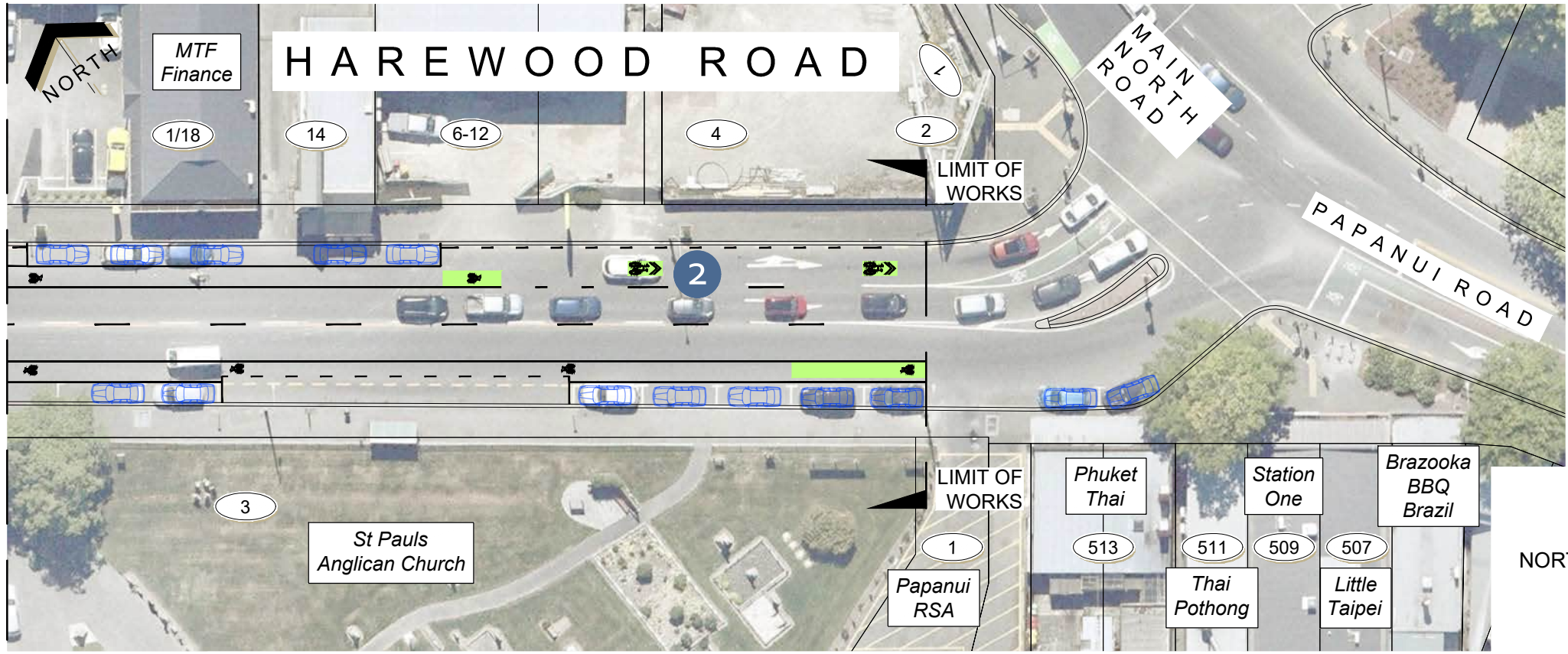
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JOIN LINE - REFER SHEET 16

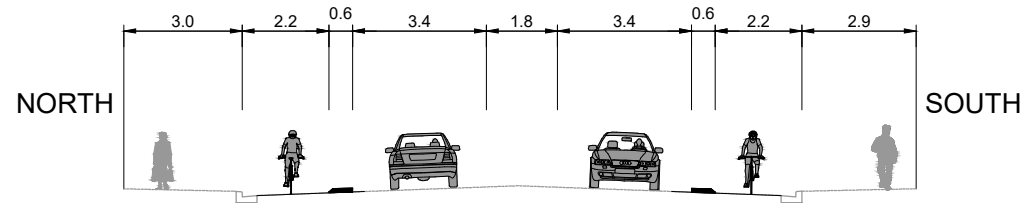


JOIN LINE

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JOIN LINE

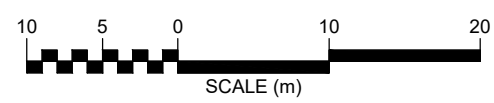


KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added



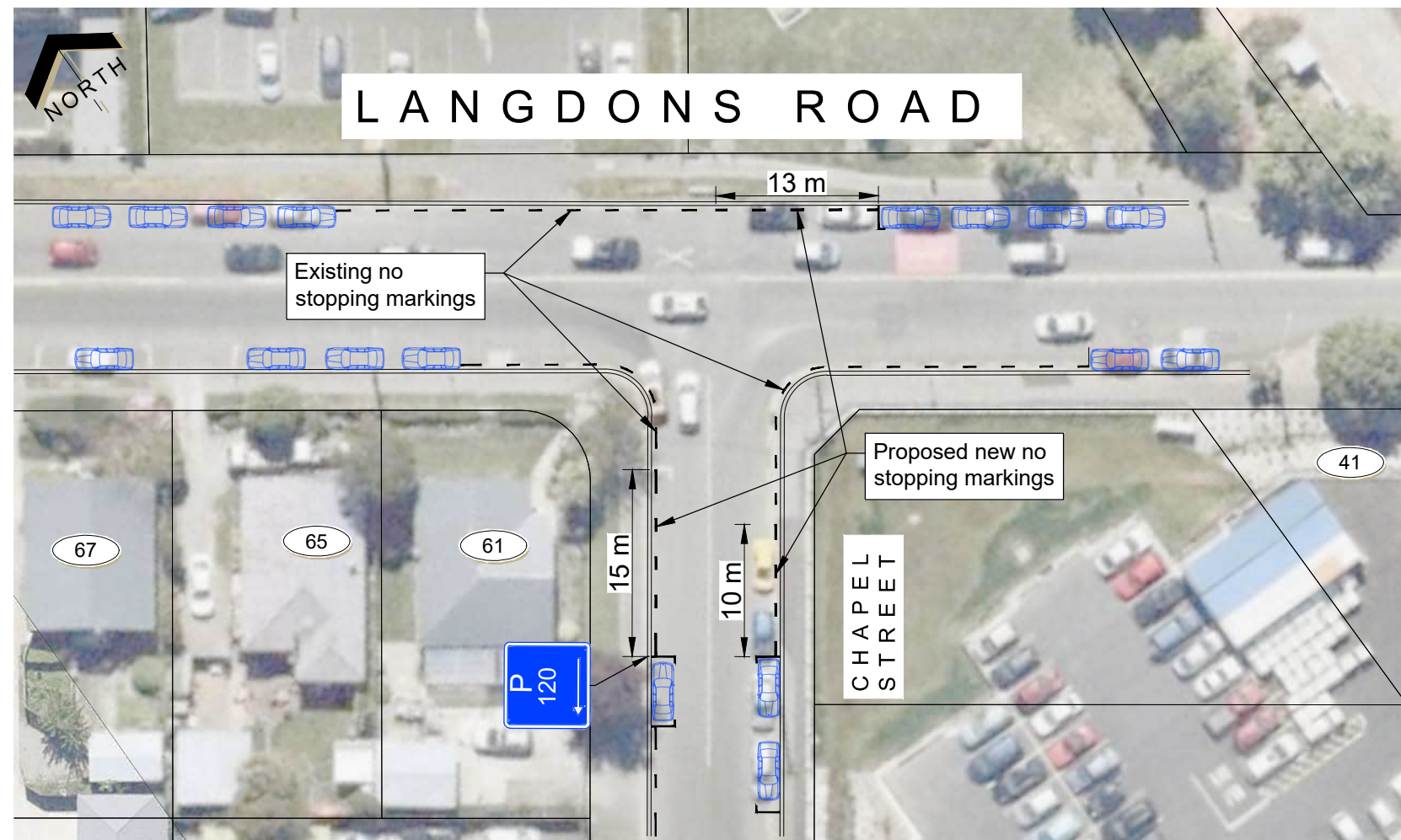
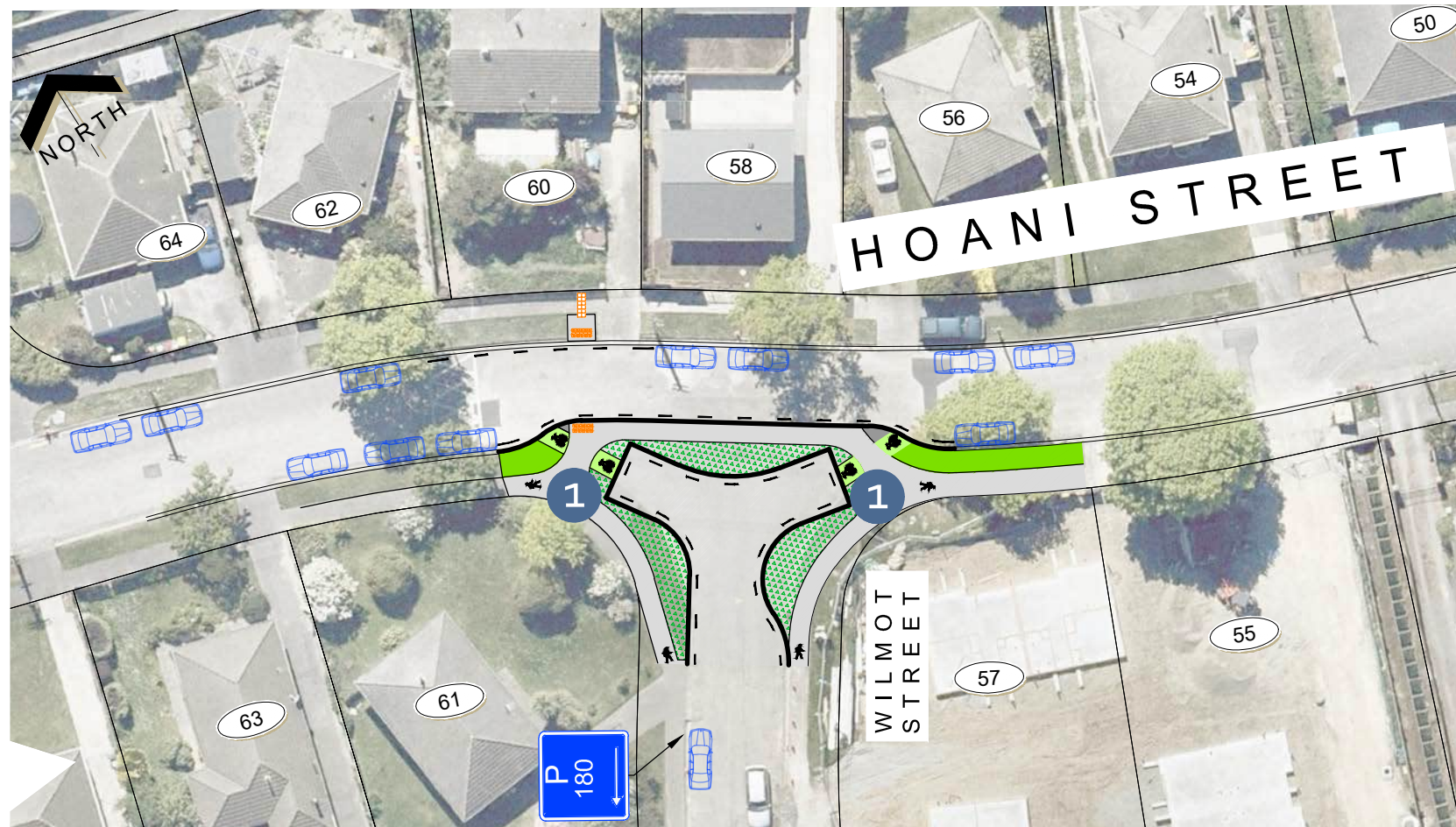
CROSS SECTION (Not To Scale)

Proposed design changes following consultation:
1 The eastbound bus stop outside Mitre 10 is indented and shifted to 65 m east of its existing location.
2 Additional cycle markings are added approaching Main North Road.



Original size mm

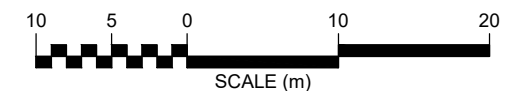
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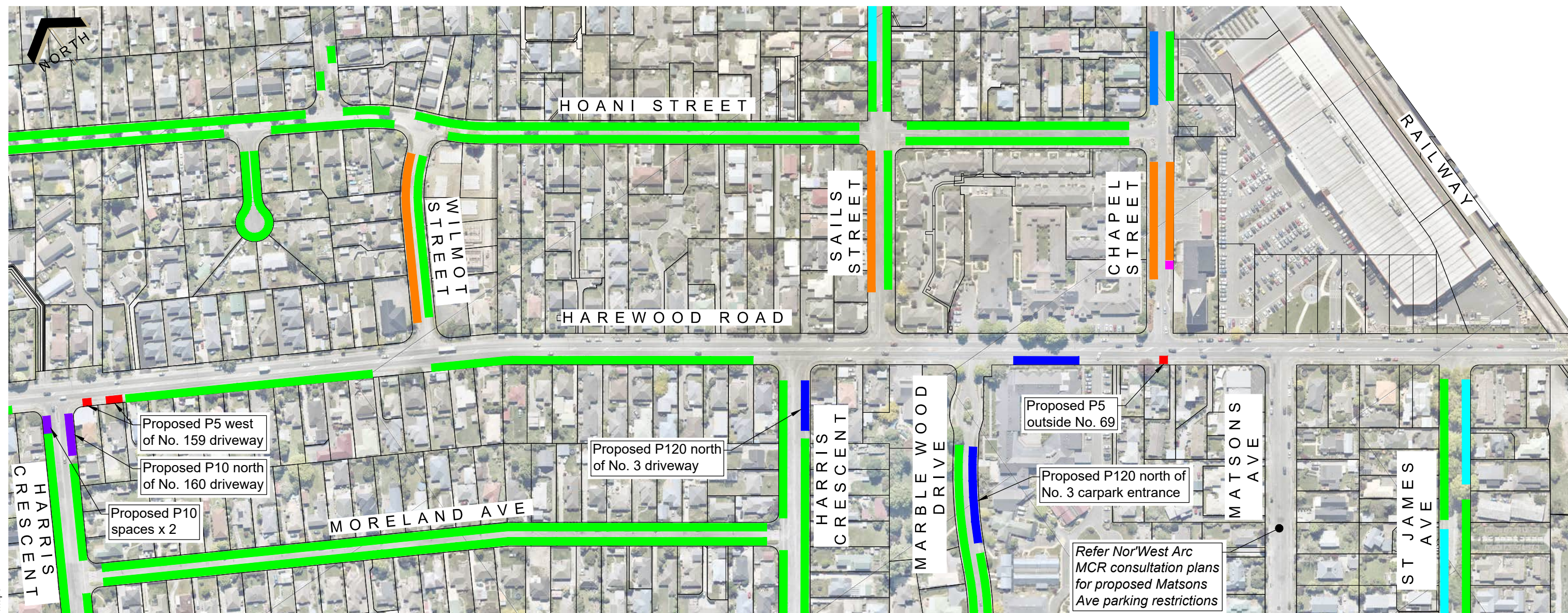
KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

Proposed design changes following consultation:

1 The shared path areas where Wilmot Street intersects with Hoani Street are replaced with direct cycle connections to the roadway.



Original size mm
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KEY

- Proposed P5 parking restriction
- Proposed P10 parking restriction
- Proposed P120 parking restriction
- Proposed P180 parking restriction
- Existing mobility park to remain
- Existing P120 parking restriction to remain
- Existing P120 (Mon-Fri) parking restriction to remain
- Existing unrestricted parking to remain

50 0 50 100m

Notes:

1. Parking time restrictions apply 8am-6pm, Monday to Sunday, unless otherwise stated.
2. Areas without coloured lines have no on-street parking - refer updated cycleway consultation plans for proposed changes to Harewood Road and side streets.
3. Private parking is not shown.