

8. 7. 2010

LYTTELTON/MT HERBERT COMMUNITY BOARD

**Report of a meeting of the Lyttelton/Mt Herbert Community Board
held on Tuesday 18 May 2010 at 9.30am in the Meeting Room
of the Lyttelton Service Centre, 33 London Street, Lyttelton.**

PRESENT: Paula Smith (Chairperson), Jeremy Agar, Douglas Couch, Ann Jolliffe,
Dawn Kottier and Claudia Reid.

APOLOGIES: Nil.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. LYTTELTON AREA – RESOLUTION OF PARKING RESTRICTIONS AND TRAFFIC CONTROL DEVICES



General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jon Ashford/Mark Millar, Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval of:
 - (a) the revocation of all no stopping restrictions for Norwich Quay and Gladstone Quay (State Highway 74),
 - (b) the Schedule of Resolutions for the Parking Restrictions and Traffic Control Devices on Norwich Quay (State Highway 74).

EXECUTIVE SUMMARY

2. On 6 March 2006, the Banks Peninsula District was amalgamated with Christchurch City. The records of the resolutions for the existing parking restrictions and traffic control devices as currently marked and / or signed in the Lyttelton area have not been located.
3. To be legally enforced, parking restrictions and traffic control devices must be resolved by Council or a delegated authority. As noted in Paragraph 8, the Community Boards have delegated authority from the Council for the resolution of parking restrictions and traffic control devices on City Council roads. The New Zealand Transport Agency (NZTA) has delegated parking restrictions on State Highways to the Council. Therefore the resolutions for Norwich Quay (which is a State Highway) have to be approved by the Council. The NZTA has removed the delegation for no stopping restrictions from the Council, so all current no stopping restrictions on Norwich Quay and Gladstone Quay (both State Highway 74) need to be revoked by the Council and subsequently resolved by the NZTA.
4. To allow the existing parking restrictions and traffic control devices to be legally enforceable, staff have recorded all existing parking restrictions and traffic control devices in the Lyttelton area and drafted resolutions as part of this report for the Board's approval. Any parking restrictions and traffic control devices installed after 1 January 2007 are not included as a record of their resolution by the Board is available.

1 Cont'd

5. Approval of the Schedules of Resolutions for the Lyttelton Area and Norwich Quay – Parking Restrictions and Traffic Control Devices will allow the Council to hold a record of the resolutions of parking restrictions and traffic control devices in the Lyttelton area. These can then be enforced by Police and Parking Enforcement Officers and any infringement notice that is issued can be easily defended if challenged in court.
6. No consultation has been undertaken with local residents or businesses as these are all existing parking restrictions and traffic control devices.

FINANCIAL IMPLICATIONS

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

7. The installation of road markings and signs is within the Streets and Transport Operational Budgets – Page 86 of the 2009-19 LTCCP.

LEGAL CONSIDERATIONS

8. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices on roads under the control of the Council. The New Zealand Transport Agency has delegated parking restrictions on State Highways to the Council.
9. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes – Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

12. Yes – Pages 76 to 87 of the 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

13. The recommendations align with the Council Strategies including the Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

14. As above.

CONSULTATION FULFILMENT

15. No consultation has been undertaken with local residents or businesses as these are all existing parking restrictions and traffic control devices.

1 Cont'd

STAFF RECOMMENDATION

It is recommended to the Council:

- (a) That it revoke all existing No Stopping restrictions on Gladstone Quay (State Highway 74) and Norwich Quay (State Highway 74) as follows:

1. No Stopping Restrictions:

- (1a) That the stopping of vehicles be prohibited at any time on the south side of Norwich Quay commencing at its intersection with Railway Station Access Road (opposite Donald Street) and extending in an easterly direction for a distance of 68 metres.
- (1b) That the stopping of vehicles be prohibited at any time on the south side of Norwich Quay commencing at its intersection with Railway Station Access Road (opposite Donald Street) and extending in a westerly direction for a distance of four metres.
- (1c) That the stopping of vehicles be prohibited at any time on the south side of Norwich Quay commencing at its intersection with Oxford Street and extending in an easterly direction for a distance of seven metres.
- (1d) That the stopping of vehicles be prohibited at any time on the north side of Norwich Quay commencing at its intersection with Donald Street and extending in an easterly direction for a distance of six metres.
- (1e) That the stopping of vehicles be prohibited at any time on the north side of Norwich Quay commencing at its intersection with Donald Street and extending in a westerly direction for a distance of four metres.
- (1f) That the stopping of vehicles be prohibited at any time on the north side of Norwich Quay commencing at its intersection with Oxford Street and extending in an easterly direction for a distance of eight metres.
- (1g) That the stopping of vehicles be prohibited at any time on the south side of Norwich Quay commencing at its intersection with Oxford Street and extending in a westerly direction for a distance of 10 metres.
- (1h) That the stopping of vehicles be prohibited at any time on the south side of Norwich Quay commencing at its intersection with Sutton Quay and extending in an easterly direction for a distance of 10 metres.
- (1i) That the stopping of vehicles be prohibited at any time on the south side of Norwich Quay commencing at its intersection with Sutton Quay and extending in a westerly direction for a distance of 10 metres.
- (1j) That the stopping of vehicles be prohibited at any time on the south side of Norwich Quay commencing at a point 69 metres from its intersection with Sutton Quay and extending in a westerly direction for a distance of 44 metres.
- (1k) That the stopping of vehicles be prohibited at any time on the north side of Norwich Quay commencing at its intersection with Canterbury Street and extending in an easterly direction for a distance of five metres.
- (1l) That the stopping of vehicles be prohibited at any time on the north side of Norwich Quay commencing at its intersection with Canterbury Street and extending in a westerly direction for a distance of five metres.
- (1m) That the stopping of vehicles be prohibited at any time on the north side of Norwich Quay commencing at a point 40 metres east from its intersection with Dublin Street and extending in an easterly direction for a distance of 49 metres.

1 Cont'd

- (1n) That the stopping of vehicles be prohibited at any time on the north side of Norwich Quay commencing at its intersection with Dublin Street and extending in an easterly direction for a distance of 14 metres.
- (1o) That the stopping of vehicles be prohibited at any time on the north side of Norwich Quay commencing at its intersection with Dublin Street and extending in a westerly direction for a distance of 32 metres.
- (b) That it approve the Schedule of Resolutions for Norwich Quay (State Highway 74) Parking Restrictions and Traffic Control Devices as follows:
- 1. Bus Stop:**
- (1a) That a bus stop be installed on the south side of Norwich Quay commencing at a point 36 metres west from its intersection with Oxford Street and extending in a westerly direction for a distance of 60 metres.
- (1b) That a bus stop be installed on the south side of Norwich Quay commencing at a point 52 metres west from its intersection with Sutton Quay and extending in a westerly direction for a distance of 17 metres.
- 2. Parking Restrictions:**
- (2a) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Norwich Quay commencing at a point seven metres east from its intersection with Oxford Street and extending in an easterly direction for a distance of 20 metres.
- (2b) That the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Norwich Quay commencing at a point eight metres east from its intersection with Oxford Street and extending in an easterly direction for a distance of 22 metres.
- (2c) That the parking of vehicles be restricted to Heavy Goods Vehicles (waiting to enter tunnel) only, on the south side of Norwich Quay commencing at a point 10 metres west from its intersection with Sutton Quay and extending in a westerly direction for a distance of 42 metres.
- (2d) That the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Norwich Quay commencing at a point 14 metres east from its intersection with Dublin Street and extending in an easterly direction for a distance of 26 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

Note: At clause 19 in the minutes, the Board has approved under delegated authority, the Schedule of Resolutions for the Lyttelton Area Parking Restrictions and Traffic Control Devices.

2. STRENGTHENING COMMUNITIES FUNDING – KEY LOCAL PROJECTS 2010 REPORT

General Manager responsible:	General Manager Community Services, DDI 941-8607
Officer responsible:	Community Support Manager
Author:	Maryanne Lomax, Community Development Adviser

This item is to be considered by Metropolitan Funding Committee in July 2010.

PART B - REPORTS FOR INFORMATION

3. STRUCTURES ON ROADS POLICY 2010

The Board considered a report seeking its comments on the draft Structures on Roads Policy 2010.

The Board made the following comments, which will be considered as part of an upcoming report to the Council.

- (a) The Board considers that the Introduction needs to state that the roadway is a community owned public space and a resource. No assumption that the public can use the roadway for structures should be inferred and land owners need to justify any exception to not using their own land.
- (b) The Board considers that some non-habitable structures as described in Scope – Introduction, are actually inhabited in Lyttelton.
- (c) The Board considers that the Council's Urban Design Panel input should apply to Banks Peninsula matters too (clause 2.2 Scope).
- (d) The Board considers the 2.9 metre height for a verandah to be unrealistic on steep sloping streets e.g. Oxford Street, Lyttelton as per Clause 2.1 (b). Consideration is required to keep the existing verandahs.
- (e) Structures Encroaching on Roads Clause 3 should include vehicle access ramps, not necessarily retained, and pedestrian ramps and stairs eg as in hill locations.
- (f) Enforcement of non-permitted structures must be effective ie against fences on public space, incorrect use of garages.
- (g) Criteria needs to be set for examples of private driveway ramps being constructed over road reserve and retaining walls being constructed limiting future road widening.
- (h) The Board wishes to be involved in decision making.
- (i) Liability for the removal of unlicensed structures should be stated, in particular in cases where property ownership changes, to ensure the Council does not have responsibility for derelict or unwanted structures.
- (j) Should boat sheds on road reserve be noted as an exclusion in this policy.
- (k) The Board supports a review of a user pays approach to the use of open space reserves, particularly roads, taking into account the public good that comes from people maintaining road frontage/providing verandahs etc.

4. DEPUTATIONS BY APPOINTMENT

4.1 BRYAN FOWLER AND ANNIE BAXTER – STODDART COTTAGE TRUST

Mr Bryan Fowler (Chairman) and Mrs Annie Baxter (Housekeeper) of the Stoddart Cottage Trust gave a presentation to the Board, dressed in period costume acting as Mr Mark Stoddart and his daughter Margaret Stoddart. "Mr Stoddart" outlined how he came to name Diamond Harbour, construct Stoddart Cottage and bring up his family there, including Margaret who became an accomplished artist. Stoddart Cottage is now almost 150 years old and is a Council owned community facility, leased to a Trust and run as an art gallery and tea rooms with volunteer staff.

4 Cont'd

Mr Fowler and Mrs Baxter thanked the Board for the opportunity of providing an overview of what work was carried out at the historic cottage.

4.2 SERGEANT GARY MANCH – LYTTTELTON POLICE

Sergeant Gary Manch, who has recently taken over as Officer in Charge, Lyttelton Police Station, updated the Board on local policing issues and concerns including vehicles speeding past school buses, graffiti, skateboarders using roadways and problems caused by alcohol abuse.

Sergeant Manch was accompanied by Inspector Malcolm Johnston, District Operations Commander, Southern District, who provided the Board with the latest crime statistics. He noted it was pleasing that there has been a nine per cent reduction in crime in the Lyttelton area, year to date.

Sergeant Manch expressed a desire to update the Board more regularly and to have an input when liquor licensing applications are being considered.

4.3 JOSH COLLINS – LYTTTELTON SKATE PARK

Josh Collins addressed the Board with a request for a new skate park in the vicinity of the Lyttelton Recreation Ground and adjacent to the Jack Tar Sailing Club. He advised that in his opinion the present Lyttelton skate park is now often crowded and too small, has a rough surface which is hard to skate on, not enough features and has no room to allow expansion.

Master Collins advised that he has organised two petitions with a view to improving skateboarding facilities. He is also aware there could be problems with the proposed location of the new skate park being some distance from the central township. Board members suggested that perhaps the existing skate park could be extended into areas that are not being utilised at present and that a proposal for closing a Lyttelton Street for special event skateboarding could be considered. Members also noted that the Board had received requests from young people in Diamond Harbour and Governors Bay to have skate parks constructed in those areas.

5. CORRESPONDENCE

Nil.

6. PRESENTATION OF PETITIONS

Nil.

7. NOTICES OF MOTION

Nil.

8. MINUTES OF THE ALLANDALE RESERVE MANAGEMENT COMMITTEE MEETING HELD 30 MARCH 2010

The Board **received** the minutes of the Allandale Reserve Management Committee meeting held 30 March 2010.

9. MINUTES OF THE LYTTELTON RESERVES MANAGEMENT COMMITTEE MEETING HELD 19 APRIL 2010

The Board **received** the minutes of the Lyttelton Reserves Management Committee meeting held 19 April 2010.

10. MINUTES OF THE WHAKARAUPO LYTTELTON HARBOUR ISSUES GROUP MEETING HELD 20 APRIL 2010

The Board **received** the minutes of the Whakaraupo Lyttelton Harbour Issues Group meeting held 20 April 2010.

11. BRIEFINGS

11.1 TERRY HOWES – UNIT MANAGER ASSET AND NETWORK PLANNING

Terry Howes, Asset and Network Planning Unit Manager, gave a presentation to the Board on the activities and services carried out by this Unit.

Members expressed the desire that local groups who are voluntarily managing parks and reserves in the Lyttelton/Mt Herbert area be allowed to continue in these roles.

The Unit Manager undertook to provide statistics to the Board on any savings achieved in water usage, following the upgrading of reticulation pipework.

12. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser on forthcoming Board related activities and projects. Specific mention was made of the of the Board funding balances, the April update on Capital projects, and correspondence received.

(Refer also Clause 20.)

13. BOARD MEMBERS' INFORMATION EXCHANGE

Specific mention was made of the following matters:

- **Lyttelton Recreation Ground Pavilion**
The Board **decided** to request staff to establish who owns the Pavilion used by the Rugby Club at the Lyttelton Recreation Ground and to relay that information back to the Board.
- **Neighbourhood Support**
The Board **decided** to send a letter of appreciation to Mr Pat Cressy, Neighbourhood Support Canterbury on his retirement.
- **Relocation of Cass Bay Substation**
The Board **decided** to seek clarification from staff as to the status of the proposal to relocate an Orion substation in the Cass Bay Playground, as it was reported that an advertisement for a proposed easement had recently been advertised, although this matter had not yet come back to the Board for a formal decision.
- **Lyttelton Tunnel Portal**
Members observed that considerable activities have been undertaken to enhance the tunnel entrance on the Heathcote side with improved rock walls and plantings, in contrast to the Lyttelton side where there are weeds, debris, fallen walls and an unattractive roundabout.

13 Cont'd

The Board **decided** to request information from the New Zealand Transport Agency as to why there appears to be a different level of service on the Lyttelton side of the tunnel, and whether there are any plans to make improvements. The Board also requested that Environment Canterbury be notified of the presence of old man's beard around the tunnel entrance along the Sumner Road and in Reserves around the town. (*)

Note: (Amended as per meeting 15 June 2010)

- **Code of Conduct**

It was suggested that any future review of the Code of Conduct include consideration of a protocol around emails, particularly a condition that any emails received from fellow Board members not be forwarded on to anyone else without the writer's permission first.

14. **QUESTIONS UNDER STANDING ORDERS**

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

15. **CONFIRMATION OF MEETING MINUTES**

The Board **resolved** that the minutes of its ordinary meeting held on 13 April 2010 be confirmed.

16. **APPLICATION TO THE LYTTELTON/MOUNT HERBERT 2009/10 YOUTH DEVELOPMENT FUND – MICHAEL ANDERSON**

The Board considered a report requesting funding from the 2009/10 Youth Development Fund.

The Board **resolved** to grant \$500 from its 2009/10 Youth Development Fund to Michael Anderson as a contribution towards the cost of competing with the New Zealand Sea Scout team at the William I. Koch International Sea Scout Cup regatta at New London, Connecticut, USA.

The Board wishes to hear from Michael Anderson on his return.

Note: Paula Smith abstained from voting on this item.

17. **APPLICATION TO THE LYTTELTON MOUNT HERBERT 2009/10 DISCRETIONARY RESPONSE FUND – LYTTELTON GAOL TRUST**

The Board considered a report requesting funding from the Discretionary Response Fund.

The Board **resolved** to grant \$2,250 from its Discretionary Response Fund to Lyttelton Gaol Trust as a contribution towards the collation of historical stories and additional information to the completed Conservation plan associated with the Lyttelton Gaol site.

Note: Jeremy Agar and Ann Jolliffe declared an interest and refrained from voting.

18. **LOCAL GOVERNMENT “KNOW HOW” TRAINING WORKSHOP – DECISION MAKING**

The Board considered a report seeking approval for interested members to attend Local Government New Zealand “Know How” Training Workshops.

The Board **resolved** that members Paula Smith, Jeremy Agar, Douglas Couch and Ann Jolliffe be approved to attend the Local Government New Zealand “Know How” Training Workshop – Decision Making to be held in Christchurch in July 2010.

19. **LYTTELTON AREA – RESOLUTION OF PARKING RESTRICTIONS AND TRAFFIC CONTROL DEVICES**

The Board considered a report seeking approval of the Schedule of Resolutions for the Parking Restrictions and Traffic Control Devices as currently marked and / or signed in the Lyttelton area.

The Board **resolved** to approve the Schedule of Resolutions for the Lyttelton Area Parking Restrictions and Traffic Control Devices as follows:

(1) Revoke Existing Parking Restrictions, Intersection Controls, Bus Stops and Turning Bans:

(1a) That any existing parking restrictions, intersection controls, bus stops or turning bans resolved before 1 January 2007 in the Lyttelton area between the western end of Park Terrace at its intersection with Governors Bay Road and the eastern end of Sumner Road at its intersection with Summit Road (Refer **Attachment 1** in the Agenda) be revoked.

(2) No Stopping Restrictions:

Brenchley Road

(2a) That the stopping of vehicles be prohibited at any time on the west side of Brenchley Road commencing at a point 22 metres north from its intersection with College Road and extending in a northerly direction for a distance of 32 metres.

Bridle Path

(2b) That the stopping of vehicles be prohibited at any time on the east side of Bridle Path commencing at its intersection with Hawkhurst Road and extending in a southerly direction for a distance of 80 metres.

(2c) That the stopping of vehicles be prohibited at any time on the east side of Bridle Path commencing at its intersection with Ticehurst Road and extending in a northerly direction for a distance of 40 metres.

(2d) That the stopping of vehicles be prohibited at any time on the east side of Bridle Path commencing at its intersection with Ticehurst Road and extending in a southerly direction for a distance of 11 metres.

(2e) That the stopping of vehicles be prohibited at any time on the east side of Bridle Path commencing at its intersection with Ticehurst Terrace and extending in a northerly direction for a distance of 46 metres.

(2f) That the stopping of vehicles be prohibited at any time on the west side of Bridle Path commencing at a point 42 metres north of its intersection with Harmans Road and extending in a northerly direction for a distance of 15.5 metres.

Brittan Terrace

(2g) That the stopping of vehicles be prohibited at any time on the south east side of Brittan Terrace commencing at its intersection with Simeon Quay and extending in a south-westerly direction for a distance of six metres.

(2h) That the stopping of vehicles be prohibited at any time on the north west side of Brittan Terrace commencing at a point 32 metres south-west of its intersection with Brittan Terrace Residential Access (ramp) and extending in a south-westerly direction for a distance of 72 metres.

(2i) That the stopping of vehicles be prohibited at any time on the south east side of Brittan Terrace commencing at a point 54 metres south-west of its intersection with Brittan Terrace Residential Access (ramp) and extending in a south-westerly direction for a distance of 71 metres.

19 Cont'd

Brittan Terrace Residential Access (Ramp)

- (2j) That the stopping of vehicles be prohibited at any time on the north west side of Brittan Terrace Residential Access (Ramp) commencing at its intersection with Brittan Terrace and extending in a north-easterly direction for a distance of 33 metres.

Canterbury Street

- (2k) That the stopping of vehicles be prohibited at any time on the west side of Canterbury Street commencing at its intersection with Norwich Quay and extending in a northerly direction for a distance of six metres.
- (2l) That the stopping of vehicles be prohibited at any time on the west side of Canterbury Street commencing at its intersection with London Street and extending in a southerly direction for a distance of six metres.
- (2m) That the stopping of vehicles be prohibited at any time on the east side of Canterbury Street commencing at its intersection with Norwich Quay and extending in a northerly direction for a distance of six metres.
- (2n) That the stopping of vehicles be prohibited at any time on the east side of Canterbury Street commencing at a point 24 metres south of its intersection with London Street and extending in a southerly direction for a distance of seven metres.
- (2o) That the stopping of vehicles be prohibited at any time on the west side of Canterbury Street commencing at a point 31.5 metres north of its intersection with Ripon Street and extending in a northerly direction for a distance of 16 metres.
- (2p) That the stopping of vehicles be prohibited at any time on the west side of Canterbury Street commencing at its intersection with Somes Road and extending in a southerly direction for a distance of 10 metres.

Canterbury Street Residential Access (Lower Ramp)

- (2q) That the stopping of vehicles be prohibited at any time on the west side of Canterbury Street Residential Access (lower ramp) commencing at a point 123 metres north of its intersection with Exeter Street and extending in a northerly direction for a distance of 22 metres.
- (2r) That the stopping of vehicles be prohibited at any time on the east side of Canterbury Street Residential Ramp (lower ramp) commencing at a point 10 metres north of its intersection with Exeter Street and extending in a northerly direction for a distance of 187 metres.

Coleridge Terrace Residential Access (Ramp)

- (2s) That the stopping of vehicles be prohibited at any time on the north side of Coleridge Terrace Residential Access (ramp) at its intersection with Dublin Street and extending in a westerly direction for a distance of 32 metres.

Cornwall Road

- (2t) That the stopping of vehicles be prohibited at any time on the west side of Cornwall Road commencing at its intersection with Exeter Street and extending in a northerly direction for a distance of eight and a half metres.
- (2u) That the stopping of vehicles be prohibited at any time on the east side of Cornwall Road commencing at its intersection with Exeter Street and extending in a northerly direction for a distance of eight and a half metres.
- (2v) That the stopping of vehicles be prohibited at any time on the east side of Cornwall Road commencing at a point 72 metres north of its intersection with Upham Terrace and extending in a northerly direction for a distance of 19 metres.

19 Cont'd

- (2w) That the stopping of vehicles be prohibited at any time on the west side of Cornwall Road commencing at its intersection with Somes Road and extending in a northerly direction for a distance of six and a half metres.
- (2x) That the stopping of vehicles be prohibited at any time on the west side of Cornwall Road commencing at a point 44 metres north of its intersection with Somes Road and extending in a northerly direction for a distance of 10.5 metres.
- (2y) That the stopping of vehicles be prohibited at any time on the west side of Cornwall Road commencing at a point 102 metres north of its intersection with Somes Road and extending in a northerly direction for a distance of seven metres.
- (2z) That the stopping of vehicles be prohibited at any time on the east side of Cornwall Road commencing at its intersection with Somes Road and extending in a northerly direction for a distance of 111 metres.

Cressy Terrace

- (2aa) That the stopping of vehicles be prohibited at any time on the south side of Cressy Terrace commencing at a point 190 metres west of its intersection with Voelas Road and extending in a westerly direction for a distance of 113.5 metres.
- (2ab) That the stopping of vehicles be prohibited at any time on the south side of Cressy Terrace commencing at a point 313 metres west of its intersection with Voelas Road and extending in a westerly direction for a distance of 28 metres.

Cunningham Terrace

- (2ac) That the stopping of vehicles be prohibited at any time on the north side of Cunningham Terrace commencing at its intersection with the Bridle Path and extending in a westerly direction for a distance of 237 metres.
- (2ad) That the stopping of vehicles be prohibited at any time on the south side of Cunningham Terrace commencing at its intersection with the Bridle Path and extending in a westerly direction for a distance of 381 metres.
- (2ae) That the stopping of vehicles be prohibited at any time on the west side of Cunningham Terrace commencing at a point 54 metres north of its intersection with Simeon Quay and extending in northerly and then westerly direction for a distance of 81.5 metres.

Cyrus Williams Quay

- (2af) That the stopping of vehicles be prohibited at any time on the north east side of Cyrus Williams Quay commencing at its intersection with Charlotte Jane Quay and extending in a north-westerly direction for a distance of 230 metres.

Days Road

- (2ag) That the stopping of vehicles be prohibited at any time on the north side of Days Road commencing at its intersection with Canterbury Street and extending in an easterly direction for a distance of 21 metres.
- (2ah) That the stopping of vehicles be prohibited at any time on the north side of Days Road commencing at a point 114 metres east of its intersection with Canterbury Street and extending in an easterly direction for a distance of 102 metres.
- (2ai) That the stopping of vehicles be prohibited at any time on the south side of Days Road commencing at a point 158 metres east of its intersection with Canterbury Street and extending in an easterly direction for a distance of 64 metres.

19 Cont'd

(2aj) That the stopping of vehicles be prohibited at any time on the north side of Days Road commencing at a point 72 metres west of its intersection with Brenchley Road and extending in a westerly direction for a distance of 21 metres.

(2ak) That the stopping of vehicles be prohibited at any time on the south side of Days Road commencing at a point 37 metres west of its intersection with Brenchley Road and extending in a westerly direction for a distance of 118 metres.

Donald Street

(2al) That the stopping of vehicles be prohibited at any time on the west side of Donald Street commencing at its intersection with Norwich Quay and extending in a northerly direction for a distance of four metres.

(2am) That the stopping of vehicles be prohibited at any time on the east side of Donald Street commencing at its intersection with Norwich Quay and extending in a northerly direction for a distance of six metres.

Dublin Street

(2an) That the stopping of vehicles be prohibited at any time on the west side of Dublin Street commencing at its intersection with Norwich Quay and extending in a northerly direction for a distance of 11 metres.

(2ao) That the stopping of vehicles be prohibited at any time on the west side of Dublin Street commencing at its intersection with London Street and extending in a southerly direction for a distance of six metres.

(2ap) That the stopping of vehicles be prohibited at any time on the west side of Dublin Street commencing at its intersection with London Street and extending in a northerly direction for a distance of 4 metres.

(2aq) That the stopping of vehicles be prohibited at any time on the east side of Dublin Street commencing at its intersection with Norwich Quay and extending in a northerly direction for a distance of six metres.

(2ar) That the stopping of vehicles be prohibited at any time on the east side of Dublin Street commencing at its intersection with London Street and extending in a southerly direction for a distance of 6 metres.

(2as) That the stopping of vehicles be prohibited at any time on the east side of Dublin Street commencing at its intersection with London Street and extending in a northerly direction for a distance of four metres.

Dudley Road

(2at) That the stopping of vehicles be prohibited at any time on the north side of Dudley Road commencing at a point 66 metres west of its intersection with Bridle Path and extending in a westerly direction for a distance of 12 metres.

(2au) That the stopping of vehicles be prohibited at any time on the north side of Dudley Road commencing at a point 119 metres west of its intersection with Bridle Path and extending in a westerly direction for a distance of 50 metres.

(2av) That the stopping of vehicles be prohibited at any time on the north side of Dudley Road commencing at a point 257 metres west of its intersection with Bridle Path and extending in a westerly direction for a distance of 12.5 metres (to head of cul-de-sac).

(2aw) That the stopping of vehicles be prohibited at any time on the south side of Dudley Road commencing at a point 17 metres west of its intersection with Bridle Path and extending in a westerly direction for a distance of 154 metres.

19 Cont'd

- (2ax) That the stopping of vehicles be prohibited at any time on the south side of Dudley Road commencing at a point 258 metres west of its intersection with Bridle Path and extending in a westerly direction for a distance of 12 metres (to head of cul-de-sac).

Exeter Street

- (2ay) That the stopping of vehicles be prohibited at any time on the south side of Exeter Street commencing at its intersection with Dublin Street and extending in an easterly direction for a distance of 60 metres.
- (2az) That the stopping of vehicles be prohibited at any time on the south side of Exeter Street commencing at a point 114 metres east of its intersection with Dublin Street and extending in an easterly direction for a distance of 45 metres.
- (2ba) That the stopping of vehicles be prohibited at any time on the south side of the Exeter Street traffic island (opposite Cornwall Road) commencing at its western end and extending in an easterly direction for a distance of 32 metres.
- (2bb) That the stopping of vehicles be prohibited at any time on the north side of the Exeter Street traffic island (opposite Cornwall Road) commencing at its western end and extending in an easterly direction for a distance of 35 metres.
- (2bc) That the stopping of vehicles be prohibited at any time on the north side of Exeter Street commencing its intersection with Cornwell Road and extending in a westerly direction for a distance of 18 metres.
- (2bd) That the stopping of vehicles be prohibited at any time on the north side of Exeter Street commencing its intersection with Cornwell Road and extending in an easterly direction for a distance of 14 metres.
- (2be) That the stopping of vehicles be prohibited at any time on the north side of Exeter Street commencing at a point 15 metres west of its intersection with Oxford Street and extending in a westerly direction for a distance of eight metres.
- (2bf) That the stopping of vehicles be prohibited at any time on the south side of Exeter Street commencing at a point 74 metres west of its intersection with Oxford Street and extending in a westerly direction for a distance of 15 metres.

Exeter Street Residential Access (Upper Ramp)

- (2bg) That the stopping of vehicles be prohibited at any time on the south side of the residential access on Exeter Street (upper ramp) commencing at its intersection with Canterbury Street and extending in an easterly direction for a distance of 105 metres.
- (2bh) That the stopping of vehicles be prohibited at any time on the north side of the residential access on Exeter Street (upper ramp) commencing at its intersection with Canterbury Street and extending in an easterly direction for a distance of 105 metres.

Foster Terrace

- (2bi) That the stopping of vehicles be prohibited at any time on the east side of Foster Terrace commencing at its intersection with Randolph Terrace and extending in a northerly direction for a distance of 44 metres.
- (2bj) That the stopping of vehicles be prohibited at any time on the east side of Foster Terrace commencing at a point 70.5 metres north of its intersection with Randolph Terrace and extending in a northerly direction for a distance of 14 metres.

19 Cont'd

- (2bk) That the stopping of vehicles be prohibited at any time on the east side of Foster Terrace commencing at a point 405 metres north of its intersection with Randolph Terrace and extending in a northerly direction for a distance of 11 metres to head of cul-de-sac.
- (2bl) That the stopping of vehicles be prohibited at any time on the west side of Foster Terrace commencing at a point 79 metres north of its intersection with Randolph Terrace and extending in a northerly direction for a distance of three metres.
- (2bm) That the stopping of vehicles be prohibited at any time on the west side of Foster Terrace commencing at a point 398 metres north of its intersection with Randolph Terrace and extending in a northerly direction for a distance of 19 metres to head of cul-de-sac.

Godley Quay

- (2bn) That the stopping of vehicles be prohibited at any time on the north west side of Godley Quay commencing at its intersection with Simeon Quay and extending in a south westerly direction for a distance of 16 metres.
- (2bo) That the stopping of vehicles be prohibited at any time on the south east side of Godley Quay commencing at its intersection with the prolongation of the north eastern kerb-line of Voelas Road and extending in a south westerly direction for a distance of 226 metres.
- (2bp) That the stopping of vehicles be prohibited at any time on the south east side of Godley Quay commencing at a point 230 metres south west of its intersection with Voelas Road and extending in a south westerly direction for a distance of four metres.
- (2bq) That the stopping of vehicles be prohibited at any time on the south east side of Godley Quay commencing at a point 65 metres north east of its intersection with Cyrus Williams Quay and extending in a north easterly direction for a distance of four metres.

Harmans Road

- (2br) That the stopping of vehicles be prohibited at any time on the south side of Harmans Road commencing at its intersection with Bridle Path and extending in a westerly direction for a distance of 70 metres.
- (2bs) That the stopping of vehicles be prohibited at any time on the north side of Harmans Road commencing at its intersection with Bridle Path and extending in a westerly direction for a distance of 89 metres.
- (2bt) That the stopping of vehicles be prohibited at any time on the west side of Harmans Road commencing at a point 147 metres north of its intersection with Voelas Road and extending in a northerly direction for a distance of 25 metres.
- (2bu) That the stopping of vehicles be prohibited at any time on the west side of Harmans Road commencing at a point 190 metres north of its intersection with Voelas Road and extending in a northerly direction for a distance of 25 metres.
- (2bv) That the stopping of vehicles be prohibited at any time on the east side of Harmans Road commencing at a point 144 metres north of its intersection with Voelas Road and extending in a northerly direction for a distance of 57 metres.

Hawkhurst Road

- (2bw) That the stopping of vehicles be prohibited at any time on the east side of Hawkhurst Road commencing at its intersection with London Street and extending in a southerly direction for a distance of 35 metres.

19 Cont'd

(2bx) That the stopping of vehicles be prohibited at any time on the west side of Hawkhurst Road commencing at its intersection with Bridle Path and extending in a southerly direction for a distance of 12 metres.

(2ca) That the stopping of vehicles be prohibited at any time on the east side of Hawkhurst Road commencing at its intersection with Coleridge Terrace and extending in a northerly direction for a distance of 16 metres.

Hawkhurst Road Residential Access (Lower Ramp)

(2cb) That the stopping of vehicles be prohibited at any time on the west side of the Hawkhurst Road Residential Access (lower ramp) commencing at a point 43 metres from its intersection with Bridle Path and extending in a northerly direction for a distance of 18 metres.

(2cc) That the stopping of vehicles be prohibited at any time on the west side of the Hawkhurst Road Residential Access (lower ramp) commencing at its intersection with Bridle Path and extending in a northerly direction for a distance of 21 metres.

(2cd) That the stopping of vehicles be prohibited at any time on the east side of the Hawkhurst Road Residential Access (lower ramp) commencing at its intersection with Bridle Path and extending in a northerly direction for a distance of 66.5 metres.

Hawkhurst Road Residential Access (Upper Ramp)

(2ce) That the stopping of vehicles be prohibited at any time on the east side of the residential access on Hawkhurst Road (upper ramp) commencing at its intersection with Hawkhurst Road and extending in a northerly direction for a distance of four metres.

Keebles Lane

(2cf) That the stopping of vehicles be prohibited at any time on the north-east side of Keebles Lane commencing at its intersection with Jacksons Road and extending in a south easterly direction for a distance of 10 metres.

London Street

(2cg) That the stopping of vehicles be prohibited at any time on the north side of London Street commencing at its intersection with Canterbury Street and extending in a westerly direction for a distance of nine metres.

(2ch) That the stopping of vehicles be prohibited at any time on the north side of London Street commencing at a point 23 metres west of its intersection with Canterbury Street and extending in a westerly direction for a distance of four metres.

(2ci) That the stopping of vehicles be prohibited at any time on the north side of London Street commencing at a point 40 metres west of its intersection with Canterbury Street and extending in a westerly direction for a distance of 13 metres (Keep Clear at Ambulance Depot).

(2cj) That the stopping of vehicles be prohibited at any time on the north side of London Street commencing at a point 60 metres west of its intersection with Canterbury Street and extending in a westerly direction for a distance of five metres.

(2ck) That the stopping of vehicles be prohibited at any time on the north side of London Street commencing at its intersection with Dublin Street and extending in an easterly direction for a distance of five metres.

(2cl) That the stopping of vehicles be prohibited at any time on the south side of London Street commencing at its intersection with Canterbury Street and extending in a westerly direction for a distance of nine metres.

19 Cont'd

- (2cm) That the stopping of vehicles be prohibited at any time on the south side of London Street commencing at a point 18 metres west of its intersection with Canterbury Street and extending in a westerly direction for a distance of five metres.
- (2cn) That the stopping of vehicles be prohibited at any time on the south side of London Street commencing at a point 35 metres west of its intersection with Canterbury Street and extending in a westerly direction for a distance of four metres (Keep Clear).
- (2co) That the stopping of vehicles be prohibited at any time on the south side of London Street commencing at a point 47 metres west of its intersection with Canterbury Street and extending in a westerly direction for a distance of 20 metres (Fire Station).
- (2cp) That the stopping of vehicles be prohibited at any time on the south side of London Street commencing at its intersection with Dublin Street and extending in an easterly direction for a distance of five metres.
- (2cq) That the stopping of vehicles be prohibited at any time on the north side of London Street commencing at its intersection with Dublin Street and extending in a westerly direction for a distance of six metres.
- (2cr) That the stopping of vehicles be prohibited at any time on the south side of London Street commencing at its intersection with Dublin Street and extending in a westerly direction for a distance of three metres.
- (2cs) That the stopping of vehicles be prohibited at any time on the south side of London Street commencing at its intersection with Hawkhurst Road and extending in a easterly direction for a distance of 13 metres.

Oxford Street

- (2ct) That the stopping of vehicles be prohibited at any time on the west side of Oxford Street commencing at its intersection with Norwich Quay and extending in a southerly direction for a distance of 62 metres.
- (2cu) That the stopping of vehicles be prohibited at any time on the east side of Oxford Street commencing at its intersection with Norwich Quay and extending in a southerly direction for a distance of 60 metres.
- (2cv) That the stopping of vehicles be prohibited at any time on the west side of Oxford Street commencing at its intersection with Norwich Quay and extending in a northerly direction for a distance of nine metres.
- (2cw) That the stopping of vehicles be prohibited at any time on the east side of Oxford Street commencing at its intersection with Norwich Quay and extending in a northerly direction for a distance of 13 metres.
- (2cx) That the stopping of vehicles be prohibited at any time on the east side of Oxford Street commencing at a point 13 metres south from its intersection with Sumner Road and extending in a southerly direction for a distance of 6 metres (Keep Clear).
- (2cy) That the stopping of vehicles be prohibited at any time on the east side of Oxford Street commencing at its intersection with Sumner Road and extending in a southerly direction for a distance of three metres.
- (2cz) That the stopping of vehicles be prohibited at any time on the west side of Oxford Street commencing at its intersection with Winchester Street and extending in a southerly direction for a distance of 15 metres.

19 Cont'd

- (2da) That the stopping of vehicles be prohibited at any time on the east side of Oxford Street commencing at its intersection with Winchester Street and extending in a southerly direction for a distance of 23 metres.

Park Terrace

- (2db) That the stopping of vehicles be prohibited at any time on the north side of Park Terrace commencing at a point 213 metres south its intersection with Cressy Terrace and extending in an easterly direction for a distance of 90 metres.

- (2dc) That the stopping of vehicles be prohibited at any time on the south side of Park Terrace commencing at its intersection with the entrance to Corsair Bay Reserve and extending in an easterly direction for a distance of 11.5 metres.

Randolph Terrace

- (2dd) That the stopping of vehicles be prohibited at any time on the east side of Randolph Terrace commencing at its intersection with Reserve Terrace and extending in a northerly direction for a distance of 12 metres.

- (2de) That the stopping of vehicles be prohibited at any time on the east side of Randolph Terrace commencing at its intersection with Gilmour Terrace and extending in a southerly direction for a distance of 14.5 metres.

- (2df) That the stopping of vehicles be prohibited at any time on the west side of Randolph Terrace commencing at a point 105 metres north of its intersection with Reserve Terrace and extending in a northerly direction for a distance of 174 metres.

- (2dg) That the stopping of vehicles be prohibited at any time on the east side of Randolph Terrace commencing at its intersection with Reserve Terrace Residential Access (Ramp) and extending in a southerly direction for a distance of seven metres.

Reserve Terrace

- (2dh) That the stopping of vehicles be prohibited at any time on the south side of Reserve Terrace commencing at its intersection with Sumner Road and extending in westerly and northerly directions for a distance of 168.5 metres.

- (2di) That the stopping of vehicles be prohibited at any time on the east side of Reserve Terrace commencing at a point 120 metres north of its intersection with Sumner Road and extending in a northerly direction for a distance of 50 metres.

- (2dj) That the stopping of vehicles be prohibited at any time on the west side of Reserve Terrace commencing at a point 195 metres north of its intersection with Sumner Road and extending in a northerly direction for a distance of three metres.

- (2dk) That the stopping of vehicles be prohibited at any time on the east side of Reserve Terrace commencing at its intersection with Randolph Terrace (south) and extending in a southerly direction for a distance of three metres.

- (2dl) That the stopping of vehicles be prohibited at any time on the west side of Reserve Terrace commencing on the north side of its intersection with Randolph Terrace (south) and extending in a southerly direction for a distance of nine metres.

- (2dm) That the stopping of vehicles be prohibited at any time on the east side of Reserve Terrace commencing at its intersection with Randolph Terrace (south) and extending in a northerly direction for a distance of 19 metres.

19 Cont'd

- (2dn) That the stopping of vehicles be prohibited at any time on the east side of Reserve Terrace commencing at a point 26 metres north of its intersection with Randolph Terrace (south) and extending in a northerly direction for a distance of eight metres.
- (2do) That the stopping of vehicles be prohibited at any time on the west side of Reserve Terrace commencing at a point 32 metres north of its intersection with Randolph Terrace (south) and extending in a northerly direction for a distance of 10 metres.
- (2dp) That the stopping of vehicles be prohibited at any time on the east side of Reserve Terrace commencing at a point 47 metres north of its intersection with Randolph Terrace (south) and extending in a northerly direction for a distance of 22 metres.
- (2dq) That the stopping of vehicles be prohibited at any time on the west side of Reserve Terrace commencing at a point 204 metres north of its intersection with Randolph Terrace (south) and extending in a northerly direction for a distance of 41 metres.
- (2dr) That the stopping of vehicles be prohibited at any time on the east side of Reserve Terrace commencing at a point 210 metres north of its intersection with Randolph Terrace (south) and extending in a northerly direction for a distance of 12 metres.
- (2ds) That the stopping of vehicles be prohibited at any time on the east side of Reserve Terrace commencing at a point 117 metres south of its intersection with Stevensons Steep and extending in a southerly direction for a distance of eight metres.
- (2dt) That the stopping of vehicles be prohibited at any time on the east side of Reserve Terrace commencing at a point 88 metres south of its intersection with Stevensons Steep and extending in a southerly direction nine metres.
- (2du) That the stopping of vehicles be prohibited at any time on the west side of Reserve Terrace commencing at a point 86 metres south of its intersection with Stevensons Steep and extending in a southerly direction for a distance of 44 metres.
- (2dv) That the stopping of vehicles be prohibited at any time on the east side of Reserve Terrace commencing at a point 18 metres south from its intersection with Randolph Terrace and extending in a southerly direction for a distance of nine metres.
- (2dw) That the stopping of vehicles be prohibited at any time on the west side of Reserve Terrace commencing at a point 15 metres north of its intersection with Stevensons Steep and extending in a northerly direction for a distance of 93 metres.
- (2dx) That the stopping of vehicles be prohibited at any time on the east side of Reserve Terrace commencing at its intersection with Randolph Terrace and extending in a northerly direction for a distance of 94 metres.

Ripon Street

- (2dy) That the stopping of vehicles be prohibited at any time on the north side of Ripon Street commencing at a point 60 metres west of its intersection with Oxford Street and extending in a westerly direction for a distance of 17.5 metres.
- (2dz) That the stopping of vehicles be prohibited at any time on the south side of Ripon Street commencing at a point 50 metres west of its intersection with Oxford Street and extending in a westerly direction for a distance of 16.5 metres.

Ripon Street Residential Access (Upper ramp)

- (2ea) That the stopping of vehicles be prohibited at any time on the south side of Ripon Street Residential Access (Upper Ramp) commencing at its intersection with Ripon Street and extending in a westerly direction for a distance of 108 metres.

19 Cont'd

Ross Terrace

- (2eb) That the stopping of vehicles be prohibited at any time on the east side of Ross Terrace commencing at its intersection with Ross Parade and extending in a southerly direction for a distance of 88 metres.
- (2ec) That the stopping of vehicles be prohibited at any time on the east side of Ross Terrace commencing at a point 10.5 metres north of its intersection with Selwyn Lane and extending in a northerly direction for a distance of 37 metres.
- (2ed) That the stopping of vehicles be prohibited at any time on the west side of Ross Terrace commencing at its intersection with Selwyn Parade and extending in a northerly direction for a distance of nine metres.
- (2ee) That the stopping of vehicles be prohibited at any time on the north side of Ross Terrace commencing at a point eight metres east of its intersection with Selwyn Road and extending in a predominantly northerly direction for a distance of 147 metres to its intersection with Selwyn Parade.
- (2ef) That the stopping of vehicles be prohibited at any time on the east side of Ross Terrace commencing at its intersection with Selwyn Parade and extending in a southerly direction for a distance of 99 metres.
- (2eg) That the stopping of vehicles be prohibited at any time on the south side of Ross Terrace commencing at a point 10 metres east of its intersection with Selwyn Road and extending in an easterly direction for a distance of 47 metres to its intersection with Shackleton Parade.

St David Street

- (2eh) That the stopping of vehicles be prohibited at any time on the east side of St David Street commencing at a point three metres north of its intersection with Sumner Road Residential Access (lower ramp) and extending in a northerly direction for a distance of 15 metres.

Selwyn Parade

- (2ei) That the stopping of vehicles be prohibited at any time on the north side of Selwyn Parade commencing at its intersection with Selwyn Road and extending in an easterly direction for a distance of 19 metres.
- (2ej) That the stopping of vehicles be prohibited at any time on the south side of Selwyn Parade commencing at its intersection with Selwyn Road and extending in an easterly direction for a distance of nine metres.
- (2ek) That the stopping of vehicles be prohibited at any time on the south side of Selwyn Parade commencing at its intersection with Ross Terrace and extending in a westerly direction for a distance of 10 metres.
- (2el) That the stopping of vehicles be prohibited at any time on the north side of Selwyn Parade commencing at its intersection with Ross Terrace and extending in a westerly direction for a distance of eight metres.

Selwyn Road

- (2em) That the stopping of vehicles be prohibited at any time on the east side of Selwyn Road commencing at its intersection with Selwyn Parade and extending in a northerly direction for a distance of 13 metres.

19 Cont'd

Simeon Quay

- (2en) That the stopping of vehicles be prohibited at any time on the north west side of Simeon Quay commencing at its intersection with Norwich Quay and extending in a westerly direction for a distance of 123 metres.
- (2eo) That the stopping of vehicles be prohibited at any time on the south east side of Simeon Quay commencing at its intersection with Norwich Quay and extending in a westerly direction for a distance of 164 metres.
- (2ep) That the stopping of vehicles be prohibited at any time on the north side of Simeon Quay commencing at its intersection with Simeon Quay Residential Access (Ramp) and extending in an easterly direction for a distance of 24 metres.
- (2eq) That the stopping of vehicles be prohibited at any time on the south side of Simeon Quay commencing at its intersection with Godley Quay and extending in a westerly direction for a distance of five metres.
- (2er) That the stopping of vehicles be prohibited at any time on the south side of Simeon Quay commencing at its intersection with Brittan Terrace and extending in an easterly direction for a distance of eight metres.

Simeon Quay Residential Access

- (2es) That the stopping of vehicles be prohibited at any time on the south side of Simeon Quay Residential Access (ramp) commencing at its intersection with Cunningham Terrace and extending in an easterly direction for a distance of 124 metres.

Somes Road

- (2et) That the stopping of vehicles be prohibited at any time on the north side of Somes Road commencing at its intersection with Days Road and extending in a westerly direction for a distance of six metres.
- (2eu) That the stopping of vehicles be prohibited at any time on the south side of Somes Road commencing at its intersection with Canterbury Street and extending in a westerly direction for a distance of 15 metres.
- (2ev) That the stopping of vehicles be prohibited at any time on the south side of Somes Road commencing at its intersection with Cornwall Road and extending in an easterly direction for a distance of four metres.
- (2ew) That the stopping of vehicles be prohibited at any time on the south side of Somes Road commencing at its intersection with Cornwall Road and extending in a westerly direction for a distance of three and a half metres.

Sumner Road

- (2ex) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 36 metres east of its intersection with Oxford Street and extending in an easterly direction for a distance of 26 metres.
- (2ey) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 298.5 metres east of its intersection with Oxford Street and extending in an easterly direction for a distance of 39 metres.
- (2ez) That the stopping of vehicles be prohibited at any time on the north side of Sumner Road commencing at its intersection with Sumner Road Residential Access (lower ramp) and extending in an easterly direction for a distance of 27 metres.

19 Cont'd

- (2fa) That the stopping of vehicles be prohibited at any time on the north side of Sumner Road commencing at a point 16 metres east of its intersection with Sumner Road Residential Access (upper ramp) and extending in an easterly direction for a distance of 2765 metres to its intersection with Summit Road.
- (2fb) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 140 metres east of its intersection with Sumner Road Residential Access (upper ramp) and extending in an easterly direction for a distance of 84.5 metres.
- (2fc) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 27 metres west of its intersection with Reserve Terrace and extending in an easterly direction for a distance of 208 metres.
- (2fd) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 194 metres east of its intersection with Reserve Terrace and extending in an easterly direction for a distance of 78 metres.
- (2fe) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 309 metres east of its intersection with Reserve Terrace and extending in an easterly direction for a distance of 50 metres.
- (2ff) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 405 metres east of its intersection with Reserve Terrace and extending in an easterly direction for a distance of 39 metres.
- (2fg) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 495 metres east of its intersection with Reserve Terrace and extending in an easterly direction for a distance of 583 metres.
- (2fh) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 1192 metres east of its intersection with Reserve Terrace and extending in an easterly direction for a distance of 177 metres.
- (2fi) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 1384 metres east of its intersection with Reserve Terrace and extending in an easterly direction for a distance of 364 metres.
- (2fj) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 810 metres west of its intersection with Summit Road and extending in a westerly direction for a distance of 31 metres.
- (2fk) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 627 metres west of its intersection with Summit Road and extending in a westerly direction for a distance of 147 metres.
- (2fl) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 322 metres west of its intersection with Summit Road and extending in a westerly direction for a distance of 296 metres.
- (2fm) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 291 metres west of its intersection with Summit Road and extending in a westerly direction for a distance of 12 metres.
- (2fn) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at a point 155 metres west of its intersection with Summit Road and extending in a westerly direction for a distance of 106.5 metres.

19 Cont'd

Sumner Road Residential Access

- (2fo) That the stopping of vehicles be prohibited at any time on the south side of the Sumner Road Residential Access (lower ramp) commencing at a point 17 metres east of its intersection with Sumner Road and extending in an easterly direction for a distance of 16.5 metres.
- (2fp) That the stopping of vehicles be prohibited at any time on the north side of the Sumner Road Residential Access (lower ramp) commencing at a point 4.5 metres east of the boundary line of properties number 31 and 33 and extending in a westerly direction for a distance of 7.5 metres.

Ticehurst Road

- (2fq) That the stopping of vehicles be prohibited at any time on the east side of Ticehurst Road commencing at its intersection with the Bridle Path and extending in a northerly direction for a distance of 59 metres.
- (2fr) That the stopping of vehicles be prohibited at any time on the east side of Ticehurst Road commencing at a point 96 metres north of its intersection with the Bridle Path and extending in a northerly direction for a distance of 27 metres.
- (2fs) That the stopping of vehicles be prohibited at any time on the east side of Ticehurst Road commencing at a point 304 metres north of its intersection with Bridle Path and extending in a northerly direction for a distance of 17 metres.
- (2ft) That the stopping of vehicles be prohibited at any time on the east side of Ticehurst Road commencing at of its intersection with Ticehurst Terrace and extending in a southerly direction for a distance of 17 metres.
- (2fu) That the stopping of vehicles be prohibited at any time on the west side of Ticehurst Road commencing at its intersection with the Bridle Path and extending in a northerly direction for a distance of 13 metres.
- (2fv) That the stopping of vehicles be prohibited at any time on the west side of Ticehurst Road commencing at a point 62.5 metres north of its intersection with the Bridle Path and extending in a northerly direction for a distance of 54 metres.
- (2fw) That the stopping of vehicles be prohibited at any time on the west side of Ticehurst Road commencing at its intersection with Ticehurst Terrace and extending in a southerly direction for a distance of 15 metres.

Ticehurst Terrace

- (2fx) That the stopping of vehicles be prohibited at any time on the east side of Ticehurst Terrace commencing at its intersection with Ticehurst Road and extending in a northerly direction for a distance of 20 metres.
- (2fy) That the stopping of vehicles be prohibited at any time on the south east side of Ticehurst Terrace commencing at a point 21 metres south west of its intersection with Ticehurst Road and extending in a south westerly direction for a distance of 28 metres.
- (2fz) That the stopping of vehicles be prohibited at any time on the south-east side of Ticehurst Terrace commencing at a point five and a half metres north east of its intersection with Bridle Path and extending in a north easterly direction for a distance of 14 metres.

Voelas Road

- (2ga) That the stopping of vehicles be prohibited at any time on the west side of Voelas Road commencing at a point 39 metres north of its intersection with Webb Lane and extending in a northerly direction for a distance of 19 metres.

19 Cont'd

- (2gb) That the stopping of vehicles be prohibited at any time on the south west side of Voelas Road commencing at a point 132 metres south east of its intersection with Walkers Road and extending in a south easterly direction for a distance of three metres.
- (2gc) That the stopping of vehicles be prohibited at any time on the south west side of Voelas Road commencing at a point 114 metres south east of its intersection with Walkers Road and extending in a south easterly direction for a distance of six metres.
- (2gd) That the stopping of vehicles be prohibited at any time on the south west side of Voelas Road commencing at a point 86 metres south east of its intersection with Walkers Road and extending in a south easterly direction for a distance of six metres.
- (2ge) That the stopping of vehicles be prohibited at any time on the south-west side of Voelas Road commencing at its intersection with Walkers Road and extending in a south easterly direction for a distance of 13 metres.

Walkers Road

- (2gf) That the stopping of vehicles be prohibited at any time on the east side of Walkers Road commencing at its intersection with Voelas Road and extending in a southerly direction for a distance of 16.5 metres.
- (2gg) That the stopping of vehicles be prohibited at any time on the west side of Walkers Road commencing at its intersection with Voelas Road and extending in a southerly direction for a distance of 17 metres.
- (2gh) That the stopping of vehicles be prohibited at any time on the west side of Walkers Road commencing at a point 50 metres south of its intersection with Voelas Road and extending in a southerly direction for a distance of 17 metres.
- (2gi) That the stopping of vehicles be prohibited at any time on the west side of Walkers Road commencing at a point 154 metres south of its intersection with Voelas Road and extending in a southerly direction for a distance of 55 metres.
- (2gj) That the stopping of vehicles be prohibited at any time on the east side of Walkers Road commencing at a point 187 metres south of its intersection with Voelas Road and extending in a southerly direction for a distance of 83 metres.

Winchester Street

- (2gk) That the stopping of vehicles be prohibited at any time on the north side of Winchester Street commencing at a point 43 metres of its intersection with Canterbury Street and extending in an easterly direction for a distance of 21 metres.
- (2gl) That the stopping of vehicles be prohibited at any time on the south side of Winchester Street commencing at its intersection with Oxford Street and extending in a westerly direction for a distance of seven metres.

(3) Stop Control:

Brittan Terrace

- (3a) That a Stop control be placed against Brittan Terrace at its intersection with Simeon Quay.

Canterbury Street

- (3b) That a Stop control be placed against Canterbury Street at its intersection with Norwich Quay.

19 Cont'd

Cornwall Road

- (3c) That a Stop control be placed against the northern approach of Cornwall Road at its intersection with Somes Road.
- (3d) That a Stop control be placed against the southern approach of Cornwall Road at its intersection with Somes Road.

Corsair Bay Reserve Access

- (3e) That a Stop control be placed against Corsair Bay Reserve Access at its intersection with Park Terrace.

Dublin Street

- (3f) That a Stop control be placed against Dublin Street at its intersection with Norwich Quay.

Exeter Street

- (3g) That a Stop control be placed against the western approach of Exeter Street at its intersection with Canterbury Street.
- (3h) That a Stop control be placed against the eastern approach of Exeter Street at its intersection with Canterbury Street.
- (3i) That a Stop control be placed against the western approach of Exeter Street at its intersection with Oxford Street.
- (3j) That a Stop control be placed against the eastern approach of Exeter Street at its intersection with Oxford Street.
- (3k) That a Stop control be placed against Exeter Street at its intersection with St David Street.

London Street

- (3l) That a Stop control be placed against the eastern approach of London Street at its intersection with Dublin Street.
- (3m) That a Stop control be placed against the western approach of London Street at its intersection with Dublin Street.
- (3n) That a Stop control be placed against the eastern approach of London Street at its intersection with Canterbury Street.
- (3o) That a Stop control be placed against the western approach of London Street at its intersection with Canterbury Street.

Oxford Street

- (3p) That a Stop control be placed against the northern approach of Oxford Street at its intersection with Norwich Quay.
- (3q) That a Stop control be placed against the southern approach of Oxford Street at its intersection with Norwich Quay.

Railway Station Access Road

- (3r) That a Stop control be placed against Railway Station Access Road at its intersection with Norwich Quay.

19 Cont'd

Reserve Terrace

- (3s) That a Stop control be placed against the southern approach of Reserve Terrace at its intersection with Stevensons Steep.
- (3t) That a Stop control be placed against the northern approach of Reserve Terrace at its intersection with Stevensons Steep.

Selwyn Road

- (3u) That a Stop control be placed against the southern approach of Selwyn Road at its intersection with Selwyn Parade.

Sumner Road

- (3v) That a Stop control be placed against Sumner Road at its intersection with Oxford Street.

Sutton Quay

- (3w) That a Stop control be placed against Sutton Quay at its intersection with Norwich Quay.

Ticehurst Road

- (3x) That a Stop control be placed against Ticehurst Road at its intersection with Bridle Path.

Voelas Road

- (3y) That a Stop control be placed against Voelas Road at its intersection with Godley Quay.

Winchester Street

- (3z) That a Stop control be placed against the eastern approach of Winchester Street at its intersection with Canterbury Street.
- (3aa) That a Stop control be placed against the western approach of Winchester Street at its intersection with Canterbury Street.

(4) Give Way Control

Bridle Path

- (4a) That a Give Way control be placed against Bridle Path at its intersection with Hawkhurst Road.

Canterbury Street Residential Access

- (4b) That a Give Way control be placed against Canterbury Street Residential Access (lower ramp) at its intersection with Exeter Street.

Charlotte Jane Quay

- (4c) That a Give Way control be placed against the eastern approach of Charlotte Jane Quay at its intersection with Godley Quay.
- (4d) That a Give Way control be placed against the western approach of Charlotte Jane Quay at its intersection with Godley Quay.

19 Cont'd

Coleridge Terrace Residential Access

- (4e) That a Give Way control be placed against Coleridge Terrace Residential Access (ramp) at its intersection with Dublin Street.

College Road

- (4f) That a Give Way control be placed against College Road at its intersection with Brenchley Road.

Cunningham Terrace

- (4g) That a Give Way control be placed against Cunningham Terrace at its intersection with the Bridle Path.

Cyrus Williams Quay

- (4h) That a Give Way control be placed against Cyrus Williams Quay at its intersection with Godley Quay.

Days Road

- (4i) That a Give Way control be placed against Days Road at its intersection with Canterbury Street.
(4j) That a Give Way control be placed against Days Road at its intersection with Brenchley Road.

George Seymour Quay

- (4k) That a Give Way control be placed against George Seymour Quay at its intersection with Godley Quay.

Gilmour Terrace

- (4l) That a Give Way control be placed against Gilmour Terrace at its intersection with Randolph Terrace.

Godley Quay

- (4m) That a Give Way control be placed against Godley Quay at its intersection with Simeon Quay.

London Street

- (4n) That a Give Way control be placed against London Street at its intersection with Oxford Street.

Lyttelton Engineering Access Road

- (4o) That a Give Way control be placed against Lyttelton Engineering Access Road at its intersection with Godley Quay.

Randolph Terrace

- (4p) That a Give Way control be placed against the southern approach of Randolph Terrace at its intersection with Reserve Terrace.
(4q) That a Give Way control be placed against the northern approach of Randolph Terrace at its intersection with the eastern end of Reserve Terrace Residential Access (Ramp).

Simeon Quay Residential Access Ramp

- (4r) That a Give Way control be placed against the Simeon Quay Residential Access (ramp) at its intersection with Simeon Quay.

19 Cont'd

Stevensons Steep

- (4s) That a Give Way control be placed against Stevensons Steep at its intersection with St David Street.

Voelas Road

- (4t) That a Give Way control be placed against the southern approach of Voelas Road at its intersection with Simeon Quay.

Winchester Street

- (4u) That a Give Way control be placed against Winchester Street at its intersection with Dublin Street.

(5) Turning Ban:

Canterbury Street

- (5a) That vehicles be prohibited at all times from turning left from Canterbury Street north into the residential access on Canterbury Street (upper ramp).

Simeon Quay Residential Access Ramp

- (5b) That vehicles be prohibited at all times from turning right from Simeon Quay residential access ramp into Simeon Quay.

(6) Bus Stop:

Brittan Terrace

- (6a) That a bus stop be installed on the south east side of Brittan Terrace commencing at a point 20 metres north east of its intersection with Voelas Road and extending in a north-easterly direction for a distance of 12 metres.
- (6b) That a bus stop be installed on the north west side of Brittan Terrace commencing at a point 40 metres north east of its intersection with Voelas Road and extending in a north-easterly direction for a distance of 12 metres.
- (6c) That a bus stop be installed on the south east side of Brittan Terrace commencing at a point 152 metres south-west of its intersection with Voelas Road and extending in a south-westerly direction for a distance of 12 metres.
- (6d) That a bus stop be installed on the north west side of Brittan Terrace commencing at a point 202 metres south-west of its intersection with Voelas Road and extending in a south-westerly direction for a distance of 12 metres.

Dublin Street

- (6e) That a bus stop be installed on the west side of Dublin Street commencing at a point 20 metres north of its intersection with Norwich Quay and extending in a northerly direction for a distance of 13 metres.

Oxford Street

- (6f) That a bus stop be installed on the east side of Oxford Street commencing at a point 22 metres north of its intersection with Sumner Road and extending in a northerly direction for a distance of 17 metres.

19 Cont'd

Park Terrace

- (6g) That a bus stop be installed on the west side of Park Terrace commencing at a point 14 metres north of its intersection with Cressy Terrace and extending in a northerly direction for a distance of 12 metres.
- (6h) That a bus stop be installed on the east side of Park Terrace commencing at a point 158 metres north of its intersection with Cressy Terrace and extending in a northerly direction for a distance of 12 metres.

Voelas Road

- (6i) That a bus stop be installed on the south west side of Voelas Road commencing at a point 120 metres south east of its intersection with Walkers Road and extending in an south-easterly direction for a distance of 12 metres This restriction is to apply from 3 pm to 3.30pm Monday to Friday only.

Winchester Street

- (6j) That a bus stop be installed on the north side of Winchester Street commencing at a point 44 metres east of its intersection with Dublin Street and extending in an easterly direction for a distance of 17 metres.
- (6k) That a bus stop be installed on the north side of Winchester Street commencing at a point seven metres west of its intersection with Oxford Street and extending in an westerly direction for a distance of 13 metres.

(7) Parking Restrictions:

London Street

- (7a) That the parking of vehicles be restricted to a maximum period of 60 minutes, 8am to 5pm, Monday to Friday, on the north side of London Street commencing at a point 21 metres west of its intersection with Oxford Street and extending in a westerly direction for a distance of 68 metres.
- (7b) That a Mobility Park restricted to a maximum period of 60 minutes (At Any Time) be installed on the north side of London Street commencing at a point 15 metres west from its intersection with Oxford Street and extending in a westerly direction for a distance of six metres.
- (7c) That the parking of vehicles be restricted to a maximum period of 60 minutes, 8am to 5pm, Monday to Friday, on the north side of London Street commencing at a point 98 metres west of its intersection with Oxford Street and extending in a westerly direction for a distance of 61 metres.
- (7d) That the parking of vehicles be restricted to a maximum period of 60 minutes, 8am to 5pm, Monday to Friday, on the south side of London Street commencing at a point 17 metres west of its intersection with Oxford Street and extending in a westerly direction for a distance of 72 metres.
- (7e) That the parking of vehicles be restricted to a maximum period of 60 minutes, 8am to 5pm, Monday to Friday, on the south side of London Street commencing at a point 98 metres west of its intersection with Oxford Street and extending in a westerly direction for a distance of 47 metres.
- (7f) That the parking of vehicles be restricted to a maximum period of 10 minutes, 8am to 5pm, on the north side of London Street commencing at a point 17 metres east of its intersection with Canterbury Street and extending in an easterly direction for a distance of seven metres.

8. 7. 2010
Lyttelton/Mt Herbert Community Board 18.5.2010

- 29 -

19 Cont'd

- (7g) That a Mobility Park restricted to a maximum period of 60 minutes (At Any Time) be installed on the south side of London Street commencing at a point 24 metres east from its intersection with Canterbury Street and extending in an easterly direction for a distance of six metres.
- (7h) That the parking of vehicles be restricted to angle parking on the south side of London Street commencing at a point 49 metres west of its intersection with Oxford Street and extending in an westerly direction for a distance of 40 metres.
- (7i) That the parking of vehicles be restricted to angle parking on the south side of London Street commencing at a point 98 metres west of its intersection with Oxford Street and extending in a westerly direction for a distance of 40 metres.
- (7j) That a time limited Loading Zone - Goods Vehicles Only (maximum period of 10 minutes) be installed on the north side of London Street commencing at a point nine metres west from its intersection with Canterbury Street and extending in a westerly direction for a distance of six metres.
- (7k) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of London Street commencing at a point nine metres west from its intersection with Canterbury Street and extending in a westerly direction for a distance of nine metres.

Oxford Street

- (7l) That the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Oxford Street commencing at a point nine metres north from its intersection with Norwich Quay and extending in a northerly direction for a distance of 77 metres.
- (7m) That the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Oxford Street commencing at a point 12 metres north from its intersection with London Street and extending in a northerly direction for a distance of 18 metres.
- (7n) That the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Oxford Street commencing at a point 42 metres north from its intersection with London Street and extending in a northerly direction for a distance of 51 metres. This restriction is to apply school days only.
- (7o) That the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Oxford Street commencing at a point 15 metres north from its intersection with Sumner Road and extending in a northerly direction for a distance of 12 metres.
- (7p) That the parking of vehicles be restricted to a maximum period of 10 minutes on the east side of Oxford Street commencing at a point 39 metres north from its intersection with Sumner Road and extending in a northerly direction for a distance of 42 metres. This restriction is to apply school days only.

Winchester Street

- (7q) That the parking of vehicles be restricted to angle parking on the south side of Winchester Street commencing at a point 48 metres east of its intersection with Dublin Street and extending in an easterly direction for a distance of 102.5 metres.

The Board **resolved** to request staff to report back on the possibility of having 60 minute parking restrictions put in place for Saturdays in London Street.

The Board's recommendation to Council to approve the Schedule of Resolutions for Norwich Quay (State Highway 74) Parking Restrictions and Traffic Control Devices is at clause 1.

20. COMMUNITY BOARD ADVISER'S UPDATE - continued

The Board **resolved** to endorse the submissions made to:

- (a) Environment Canterbury Annual Plan 2010/11.
- (b) Climate Smart Strategy 2010/2025.
- (c) Annual Plan 2010/11.

21. ELECTED MEMBERS INFORMATION EXCHANGE - Continued

The Board Chairperson tabled a letter received from Keep Christchurch Beautiful inviting the Lyttelton/Mt Herbert Community Board to appoint a representative to serve on their Executive Committee.

The Board **resolved** that the correspondence be received and that Paula Smith be appointed as the Board's representative to the Keep Christchurch Beautiful Committee.

The meeting closed at 1.18pm.

CONFIRMED THIS 15TH DAY OF JUNE 2010.

PAULA SMITH
CHAIRPERSON