



KEY:

	SISD Sight line
	- 3m from lip of channel
	- 90m stopping distance
	- Distance based of RT = 1.5s
	MGSD Sight line
	- 3m from lip of channel
	- 69m stopping distance
	- Gap acceptance time of 5s

Options not appropriate to pursue

- Keeping the roundabout at the Dee St intersection - inappropriate intersection control that would create safety issues for people on bikes.
- Proposal to revert to give ways on side roads - would mean undue delay to right turning side road traffic and difficult crossing for pedestrians.
- Keep parking on The Parade outside dairy - not appropriate for safe cycle lane.

Changes to draft design

- Provide signal controlled intersection - improves pedestrian crossing facilities and makes right turns much easier especially from the side roads, provides for safe cycle friendly facilities at this busy intersection.
- Install 2x P10 at all times on-street car parks on the south side of Dee St west of The Parade to facilitate access to the nearby dairy.

**PRELIMINARY ONLY
NOT FOR CONSTRUCTION**

F Notes amended	SAW	15/08/14
E Intersection changed to signal control	SAW	07/08/14
D Various amendments	SAW	13/06/14
C Intersection changed to priority control	SAW	04/06/14
Revision	App	Date
Surveyed		
Designed	SAW	03/14
Drawn	PCV	03/14
Reviewed	SAW	28/03/14
Approved	SAW	28/03/14

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Client
Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

Project Title
**THE PARADE
 CYCLE LANES**

Sheet Title
 Kerbside Cycle Lanes

The Parade - Dee Street

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Scale (A3 Original) 1:500 (A1 1:250)



Project No	Sheet	Revision
706970	P36	F