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**MINUTES**

**THURSDAY 7 APRIL 2011**

**9.15AM – 10.32AM  
10.53AM – 12.37PM  
1.06PM – 2.36PM**

**Committee Room 1,  
Ground Floor, Council Offices,  
101 Wakefield Street  
Wellington**

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**PRESENT:**

Mayor Wade-Brown	(1.15pm – 1.53pm, 1.55pm - 2.36pm)
Councillor Ahipene-Mercer	(9.15am – 10.32am, 10.53am – 12.37pm, 1.06pm – 2.36pm)
Councillor Best	(9.17am – 10.32am, 10.53am – 12.37pm, 1.06pm – 2.36pm)
Councillor Cook	(9.15am – 9.59am, 10.02am - 10.32am, 10.53am – 11.02am, 11.05am - 12.34pm, 1.06pm – 2.08pm, 2.09pm - 2.36pm)
Councillor Coughlan	(1.49pm – 2.36pm)
Councillor Eagle	(9.15am – 10.32am, 11.56am – 12.37pm, 1.07pm – 1.39pm, 1.48pm - 2.36pm)
Councillor Foster	(9.15am – 10.32am, 10.53am – 12.37pm, 1.06pm – 2.36pm)
Councillor Gill	(9.15am – 10.32am, 10.55am – 11.51am, 11.56am - 12.37pm, 1.06pm – 2.36pm)
Councillor Lester	(9.15am – 10.32am, 10.53am – 12.37pm, 1.06pm – 2.36pm)
Councillor Marsh	(9.15am – 10.32am, 10.53am – 11.58am, 1.10pm – 2.36pm)
Councillor McKinnon	(9.15am – 10.32am, 10.53am – 12.37pm, 1.06pm – 2.36pm)
Councillor Morrison	(9.15am – 10.32am, 10.53am – 11.38am, 1.06pm – 2.36pm)
Councillor Pannett	(9.15am – 9.27am, 9.30am - 10.32am, 10.53am – 12.37pm, 1.06pm – 2.36pm)
Councillor Pepperell	(9.15am – 10.32am, 10.53am – 11.00am, 11.03am – 11.25am, 11.27am – 12.00pm, 12.02pm - 12.16pm, 1.06pm – 2.36pm)
Councillor Ritchie	(9.20am – 10.32am, 10.53am – 12.26pm, 12.34pm - 12.37pm, 1.16pm – 1.18pm, 1.19pm – 1.20pm, 1.21pm - 2.35pm)

**APOLOGIES:**

Mayor Wade-Brown (lateness)  
Councillor Coughlan (lateness)

**DEMOCRATIC SERVICES OFFICERS IN ATTENDANCE:**

Svea Cunliffe-Steel – City Secretary  
Kirstin Harvey – Team Leader, Meeting Support  
Laura Pilgrim – Committee Advisor  
Maleik Edwards – Committee Adviser

066/11P **APOLOGIES**  
(1215/52/IM)

**Moved Councillor Foster, seconded Councillor Morrison, that apologies for lateness be accepted from Mayor Wade-Brown and Councillor Coughlan.**

**The motion was put and declared CARRIED.**

**RESOLVED:**

*THAT the Strategy and Policy Committee:*

- 1. Accept apologies for lateness from Mayor Wade-Brown and Councillor Coughlan.*

(Councillor Best joined the meeting at 9.17am.)

067/11P **CONFLICT OF INTEREST DECLARATIONS**  
(1215/52/IM)

**NOTED:**

Councillor Ritchie declared a conflict in relation to Recommendations 5 (j) and (k) of Report 2 and would not take part in voting on these recommendations.

068/11P **PUBLIC PARTICIPATION**  
(1215/52/IM)

**NOTED:**

1. Robert Mayo addressed the Committee and discussed the Featherston Street bus stop in Report 6 – Traffic Resolutions. Mr Mayo discussed his concerns as to the distance from bus stops to his place of work if

this bus stop was removed and the difficulties this would pose for members of the public with accessibility issues. Mr Mayo also said that he had raised this issue with Officers on numerous occasions, but had received the response that there was no official bus stop in the area, as buses that had stopped in the area had used a temporary bus stop created while construction was occurring in the area.

(Councillor Ritchie joined the meeting at 9.20am.)

069/11P **DEPUTATIONS**  
(1215/52/IM)

**NOTED:**

1. Malcolm Sparrow, Chair of the Tawa Community Board, addressed the Committee in support of their e-petition and paper petition which requested the Wellington City Council to build a multi-purpose artificial turf in Tawa, as Tawa has a high percentage of residents playing sport, who are affected by the frequent ground closures in Tawa due to heavy rain making grounds unusable. Mr Sparrow also discussed the difficulty this posed for youth participation in sport, as games and training were frequently cancelled. Margaret Lucas also addressed the Committee and presented a paper petition with 510 signatures requesting the Council site an artificial turf in Tawa, and discussed the need to equitably share artificial sportsfields around the Wellington region, noting a lack of artificial turfs in the Northern Suburbs areas of Wellington. Mrs Lucas said that there would be problems for Tawa students if they needed to travel north to Grenada North to use an artificial turf located there, and suggested that the Tawa Intermediate School would be willing to contribute financially to an artificial turf to be built at that site.

(Councillor Pannett left the meeting at 9.27am.)

(Councillor Pannett rejoined the meeting at 9.30am.)

**TABLED**, Paper Petition from the Tawa Community Board, Reference 069/11P(a).

070/11P **'TURF IN TAWA' PETITION** (9.42AM – 9.43AM)  
(1215/52/IM)

**Moved Councillor Foster, seconded Councillor Best, the substantive motion.**

**The substantive motion was put and declared CARRIED.**

**RESOLVED:**

*THAT the Strategy and Policy Committee:*

1. *Receive the information.*
2. *Note that a report will be presented to the Strategy & Policy Committee on 14 April 2011 that identifies future sites for artificial sportsfields and takes into consideration the intent of this ePetition.*

071/11P **ORAL HEARINGS – LOWERING SPEED LIMITS IN MIRAMAR, SEATOUN, STRATHMORE AND ORIENTAL PARADE** (9.43AM – 1.07PM)  
(1215/52/IM) (REPORT 1)

**NOTED:**

1. Alastair Smith representing Cycle Aware addressed the Committee and discussed the proposed speed limits around the Miramar Peninsula. Mr Smith suggested having one day a month set aside for ‘non-motorised’ transportation around the Miramar Peninsula, to help encourage members of the public to take more time to enjoy the beaches around the area. Mr Smith said that as New Zealanders seem to struggle with a number of different speed limits, he would suggest having a city-wide or blanket speed limit for the CBD which would be less confusing for motorists.

**TABLED**, Supplementary Information from Alastair Smith, Reference 071/11P(a).

(Councillor Cook left the meeting at 9.59am.)

(Councillor Cook rejoined the meeting at 10.02am.)

2. Senior Sgt Richard Hocken from the NZ Police addressed the Committee and discussed the enforcement of any new speed limits in the Wellington area. Mr Hocken said that while speeds along Oriental Parade may be less than 40 km/h on average, considerations still need to be made for motorists who will travel up to 50 km/h as per the signage in the area, and therefore speed limits where appropriate should be considered. Mr Hocken said that discretion played a significant role in the enforcement of speed violations as long as motorists were driving appropriately for the conditions. Mr Hocken also said that while engineering solutions may help reduce speeds, a minority of motorists will still drive up and indeed over any displayed speed signage.

3. Paula Warren addressed the Committee and suggested that a single speed limit be used across the city / suburb areas, rather than different 30, 40 and 50 km/h speed limits which are confusing and rapidly change in and between suburbs. Mrs Warren said that there are a large number of steps which can be taken to reduce speeds in addition to reduced speed limits and road markings, including the beautification of suburban shopping areas to create shopping villages which increase spatial interest in the area and help reduce motorist speeds.
4. Paul Franken representing the Strathmore Park Progressive & Beautifying Association addressed the Committee and suggested that the speed limit in Strathmore be increased to 40 km/h and be extended to the schools. Mr Franken said that there are far too many signs being erected around town which serve no purpose. Consequently motorists do not heed these signs, and this can create confusion in areas such as the upper Cuba Street intersection adjacent to Real Groovy Records.

(The meeting adjourned at 10.32am for morning tea.)

(The meeting resumed at 10.53am.)

(Councillors Ahipene-Mercer, Best, Cook, Foster, Lester, Marsh, McKinnon, Morrison, Pannett, Pepperell and Ritchie were present when the meeting resumed.)

(Councillor Gill rejoined the meeting at 10.55am.)

5. Patrick Morgan addressed the Committee and discussed the risk posed to cyclists from angle car-parks, and suggested the use of 'reverse-in' angle car-parks to increase visibility of cyclists to reversing motorists. Mr Morgan also suggested that speed cushions be installed where appropriate to help reduce motorist speeds.

(Councillor Pepperell left the meeting at 11.00am.)

(Councillor Cook left the meeting at 11.02am.)

(Councillor Pepperell rejoined the meeting at 11.03am.)

(Councillor Cook rejoined the meeting at 11.05am.)

6. Alex Gray representing the Automobile Association addressed the Committee and said that while there are a large number of vehicles that use these roads regularly, proportionately there are a small number of accidents in this area, with very few directly related to the speed of motorists. Mr Gray said that as Oriental Parade is an important arterial route for city transportation, reducing speeds can decrease traffic flows and increase congestion in this area.

7. Wyn Beasley addressed the Committee and said that the over-signposting of speed limits can be a problem for motorists, who become desensitized to changes in speed and do not take sufficient notice of the road conditions and adjust their speeds accordingly.

(Councillor Pepperell left the meeting at 11.25am.)

(Councillor Pepperell rejoined the meeting at 11.27am.)

8. Jody Seabright representing the Wellington Car Club addressed the Committee and informed Members of the events held by the Club around the city. Mr. Seabright raised his concerns over the incompatibility of speed cushions/humps and other traffic calming solutions with the races held on the road. Of particular concern were the health and safety implications for those taking part in the races if speed humps or cushions were installed, however Mr Seabright said that this could be mitigated by the use of removable speed humps.

(Councillor Morrison left the meeting at 11.38am.)

9. Gavin Valentine addressed the Committee and said that the current speeding problem was one of compliance, with many of the concerns raised at the meeting able to be addressed if the current rules were adhered to. Mr Valentine said that the current rules were not adhered to and there was little evidence to suggest that any changed rules would be adhered to. Mr Valentine supported the suggestion that drivers should be required to reverse into angled car parks as this would prevent accidents caused by drivers reversing onto the road with a restricted view of cyclists.

(Councillor Gill left the meeting at 11.51am.)

10. Claire Pascoe addressed the Committee and discussed how an improved sense of safety could be created for cyclists with the use of lower speed limits as drivers are less likely to feel that they are being held up by cyclists and consequently overtake in dangerous areas. Ms. Pascoe also reiterated concerns regarding the current parking arrangements and favoured a change to parallel parking or reverse in angled parking.

(Councillors Eagle and Gill rejoined the meeting at 11.56am.)

(Councillor Marsh left the meeting at 11.58am.)

11. Michael Mellor representing Living Streets Wellington addressed the Committee and discussed his concern that the wide roads in Seatoun did not discourage drivers from driving fast. Mr Mellor also stated that lowering the speed limit would improve the village feel of the area and also improve safety for pedestrians.

(Councillor Pepperell left the meeting at 12.00pm.)  
 (Councillor Pepperell rejoined the meeting at 12.02pm.)

12. Russell Tregonning addressed the Committee on behalf of the Great Harbour Way Steering Committee and said that whilst there should be a physical separation of pedestrians, cars and cyclists, a reduction in the speed limit in these areas would serve to help reduce accidents in the meantime. Mr. Tregonning also suggested that the road should be closed for one day a month as a trial period over the summer as this had been successful in other areas of the city.

(Councillor Pepperell left the meeting at 12.16pm.)

13. Jay Waters addressed the Committee and stated that a reduction in the speed limit would not improve safety for cyclists and also that speed humps or cushions made it difficult for those with disabilities to cycle on the road. Mr Waters also stated that these speed humps or cushions are a danger to cyclists who participated in races.

(Councillor Ritchie left the meeting at 12.26pm.)

14. Michael Taylor addressed the Committee and requested that the speed limits in Miramar be changed to 30kph to reduce the difference in speed between cars and cyclists. Mr. Taylor also noted that Oriental Bay promenade was not a suitable area for mixed use and that speed cushions could be hazardous.

(Councillor Cook left the meeting at 12.34pm.)  
 (Councillor Ritchie rejoined the meeting at 12.34pm.)

(The meeting adjourned for lunch at 12.37pm.)  
 (The meeting resumed at 1.06pm.)

(Councillors Ahipene-Mercer, Best, Cook, Gill, Foster, Lester, McKinnon, Morrison, Pannett and Pepperell were present when the meeting resumed.)

072/11P **PROPOSED SPEED LIMIT REDUCTION: (1.07PM – 1.17PM)**  
**KELBURN SHOPPING AREA INCLUDING KELBURN NORMAL SCHOOL, WELLINGTON**  
 Report of Paul Barker – Safe and Sustainable Transport Manager  
 (1215/52/IM) (REPORT 3)

**Moved Councillor Pepperell, seconded Councillor Pannett, the substantive motion.**

(Councillor Eagle rejoined the meeting at 1.07pm.)

(Councillor Marsh rejoined the meeting at 1.10pm.)

(Mayor Wade-Brown joined the meeting at 1.15pm.)

(Councillor Ritchie rejoined the meeting at 1.16pm.)

**The substantive motion was put and a DIVISION was called.**

Voting for: Mayor Wade-Brown and Councillors Best, Cook, Eagle, Foster, Lester, Marsh, McKinnon, Morrison, Pannett, Pepperell and Ritchie.

Voting against: Councillors Ahipene-Mercer and Gill.

Majority vote: 12 : 2

**The motion was declared CARRIED.**

**RESOLVED:**

*THAT the Strategy and Policy Committee:*

1. *Receive the information.*
2. *Recommend that Council makes a resolution under Part 6 of the Wellington City Consolidated Bylaw to set the speed limit as stated in the table below.*

**Table 1: Proposed speed limit for Kelburn shopping area including Kelburn Normal School**

<b><i>Upland Road</i></b>	<i>From its intersection with St Michaels Crescent to its intersection with Boundary Road</i>	<i>30km/h</i>
<b><i>Kowhai Road</i></b>	<i>For its entire length</i>	<i>30km/h</i>

3. *Note that officers have completed further consultation as requested by committee at its 9 December 2010 meeting as required under The Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaw.*
4. *Note the 13 submissions that were received.*
5. *Note that in accordance with the Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaw, the resolution will be recorded in the Register of Speed Limits and the relevant speed limits on the Council's Speed Limit Plans cease to have effect.*



073/11P **EARLY APPROVAL AND APPLICATION OF BCLS CHARGES** (1.17PM – 1.25PM)

Report of Alison Box – Manager, Public Health  
(1215/52/IM)

(REPORT 4)

**Moved Councillor Cook, seconded Councillor Ahipene-Mercer, the substantive motion.**

(Councillor Ritchie left the meeting at 1.18pm.)  
(Councillor Ritchie rejoined the meeting at 1.19pm.)  
(Councillor Ritchie left the meeting at 1.20pm.)  
(Councillor Ritchie rejoined the meeting at 1.21pm.)

**The substantive motion was put and declared CARRIED.**

**RESOLVED:**

*THAT the Strategy and Policy Committee:*

1. *Receive the information.*
2. *Agree to the increase in Health licence and registration fees and for them to take effect from 1 July 2011;*
3. *Agree to the increase in dog registration fees and for them to take effect from 1 July 2011;*
4. *Recommend to Council that it approve the increase in health and dog registration fees, to take effect from 1 July 2011;*
5. *Note that the early approval of health and dog licence and registration fees is necessary in order to allow customers to be notified in sufficient time to be fully paid up and registered (as legally required) by 1 July 2011.*

074/11P **SUBMISSION ON PROPOSED NATIONAL POLICY STATEMENT ON INDIGENOUS BIODIVERSITY** (1.25PM – 1.40PM)

Report of Alison Box – Manager, Public Health  
(1215/52/IM)

(REPORT 5)

**Moved Councillor Ritchie, seconded Councillor Pannett, the substantive motion.**

**The substantive motion was put and declared CARRIED.**

**RESOLVED:**

*THAT the Strategy and Policy Committee:*

1. *Receive the information.*
2. *Agree that the submission attached as Appendix 2 be forwarded to the Ministry for the Environment for their consideration.*
3. *Delegate to the Chief Executive and the Natural Environment Portfolio Leader the authority to make any editorial changes and any changes agreed by Committee to Council's submission.*
4. *Note that there will be financial implications for Council in its implementation as a result of the Government making the National Policy Statement on Indigenous Biodiversity operative.*

(Councillor Eagle left the meeting at 1.39pm.)

075/11P

**TRAFFIC RESOLUTIONS****(1.40PM – 1.45PM)**

Report of Charles Agate – Traffic Engineer  
(1215/52/IM)

**(REPORT 6)**

**Moved Councillor Foster, seconded Councillor Best, the substantive motion.**

**The substantive motion was put and declared CARRIED.**

**RESOLVED:**

*THAT the Strategy and Policy Committee:*

1. *Receive the information.*
2. *Recommend that Council approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.*

*(a) Time limited (P10) – Thorndon Quay– Thorndon (TR01-11)*

*Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

**Column One**  
**Thorndon Quay**

**Column Two**  
*No stopping,  
at all times.*

**Column Three**  
*East side, following  
the kerbline 340.5  
metres south of its*

		<i>intersection with Hutt Road</i> <i>(Grid Coordinates</i> <i>x= 1749218.1 m,</i> <i>y= 5430001.8 m), and</i> <i>extending in a</i> <i>southerly direction for</i> <i>9.5 metres.</i>
<b><i>Thorndon Quay</i></b>	<i>Clearway,</i> <i>Monday to Friday</i> <i>7:00am – 9:00am.</i>	<i>East side, following</i> <i>the kerbline 350</i> <i>metres south of its</i> <i>intersection with</i> <i>Hutt Road</i> <i>(Grid Coordinates</i> <i>x= 1749218.1 m,</i> <i>y= 5430001.8 m), and</i> <i>extending in a</i> <i>southerly direction for</i> <i>22.5 metres.</i>

*Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule*

<b><i>Column One</i></b> <b><i>Thorndon Quay</i></b>	<b><i>Column Two</i></b> <i>Metered parking,</i> <i>P120 Maximum,</i> <i>Monday to Friday</i> <i>9:00am – 6:00pm,</i> <i>Saturday to Sunday</i> <i>8:00am – 6:00pm.</i>	<b><i>Column Three</i></b> <i>East side, following</i> <i>the kerbline 350</i> <i>metres south of its</i> <i>intersection with</i> <i>Hutt Road</i> <i>(Grid coordinates</i> <i>x= 1749218.1 m,</i> <i>y= 5430001.8 m), and</i> <i>extending in a</i> <i>southerly direction for</i> <i>22.5 metres.</i> <i>(8 angle parking</i> <i>spaces)</i>
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*Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b><i>Column One</i></b> <b><i>Thorndon Quay</i></b>	<b><i>Column Two</i></b> <i>P10,</i> <i>Monday to Friday</i> <i>7:00am – 9:00am.</i>	<b><i>Column Three</i></b> <i>East side, following the</i> <i>kerbline 348 metres</i> <i>south of its intersection</i> <i>with</i> <i>Hutt Road</i> <i>(Grid Coordinates</i>
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*x= 1749218.1 m,  
y= 5430001.8 m), and  
extending in a  
southerly direction for  
24.5 metres.  
(4 parallel parking  
spaces)*

*Add to Schedule D (No Stopping Restrictions) of the Traffic  
Restrictions Schedule*

**Column One**  
**Thorndon Quay**

**Column Two**  
*No stopping,  
at all times.*

**Column Three**  
*East side, following the  
kerbline 340.5 metres  
south of its intersection  
with Hutt Road  
(Grid Coordinates  
x= 1749218.1 m,  
y= 5430001.8 m), and  
extending in a  
southerly direction for  
7.5 metres.*

*Add to Schedule F (Metered Parking) of the Traffic Restrictions  
Schedule*

**Column One**  
**Thorndon Quay**

**Column Two**  
*Metered parking,  
P120 Maximum,  
Monday to Friday  
9:00am – 6:00pm,  
Saturday to Sunday  
8:00am – 6:00pm.*

**Column Three**  
*East side, following the  
kerbline 348 metres  
south of its intersection  
with  
Hutt Road  
(Grid Coordinates x=  
1749218.1 m,  
y= 5430001.8 m), and  
extending in a  
southerly direction for  
24.5 metres.  
(4 parallel parking  
spaces)*

- (b)** *Class restricted (WCC Drainage Vehicles Parking) – Palliser  
Road– Roseneath (TR02-11)*

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions  
Schedule*

**Column One**

**Column Two**

**Column Three**

<b><i>Palliser Road</i></b>	<i>WCC Drainage Vehicles Parking, at all times.</i>	<i>East side, commencing 132.5 metres southeast of its intersection with Bayview Terrace (Grid coordinates x= 1749993.6 m y= 5427147.4 m), and extending in a southerly direction following the eastern kerbline for 12 metres.</i>
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*Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b><i>Column One</i></b>	<b><i>Column Two</i></b>	<b><i>Column Three</i></b>
<b><i>Palliser Road</i></b>	<i>No stopping, at all times.</i>	<i>East side, commencing 126.5 metres southeast of its intersection with Bayview Terrace (Grid coordinates x= 1749993.6 m y= 5427147.4 m), and extending in a southerly direction following the eastern kerbline for 6 metres.</i>
<b><i>Palliser Road</i></b>	<i>No stopping, at all times.</i>	<i>South side, commencing 680 metres southwest of its intersection with Roseneath Terrace (Grid coordinates x= 1750552.0 m y= 5427127.8 m), and extending in a northerly direction following the western kerbline for 23 metres.</i>

- (c) *Class restricted (P120 Motorcycle parking) – Waring Taylor Street– Lambton (TR08-11)*

*Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b><i>Column One</i></b>	<b><i>Column Two</i></b>	<b><i>Column Three</i></b>
<b><i>Waring Taylor Street</i></b>	<i>No Stopping,</i>	<i>Southwest side,</i>

*At All Times.* following the kerbline 28.5 metres west of its intersection with Featherston Street (Grid Coordinates X=2658874.969993 m, Y=5990086.239967 m) and extending in a north-westerly direction for 24.5 metres.

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b>Column One</b> <i>Waring Taylor Street</i>	<b>Column Two</b> <i>Motorcycle parking, P120</i>	<b>Column Three</b> <i>Southwest side, following the kerbline 49 metres west of its intersection with Featherston Street (Grid coordinates x=2658875 m, y=5990086.2 m), and extending in a north-westerly direction for 4 metres.</i>
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*Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b>Column One</b> <i>Waring Taylor Street</i>	<b>Column Two</b> <i>No Stopping, at all times.</i>	<b>Column Three</b> <i>Southwest side, following the kerbline 28.5 metres west of its intersection with Featherston Street (Grid coordinates x=2658875 m, y=5990086.2 m) and extending in a north-westerly direction for 20.5 metres.</i>
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*(d) Class restricted (P120 Motorcycle parking) – Stout Street–Lambton (TR09-11)*

*Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b>Column One</b> <i>Stout Street</i>	<b>Column Two</b> <i>No stopping, at all times.</i>	<b>Column Three</b> <i>Northwest side, following the kerbline 57 metres northeast of its intersection with Lambton Quay (Grid Coordinates X=2658760.031944 m, Y=5990206.822328 m) and extending in a north-easterly direction for 12 metres.</i>
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*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b>Column One</b> <i>Stout Street</i>	<b>Column Two</b> <i>Motorcycle parking, P120.</i>	<b>Column Three</b> <i>Northwest side, following the kerbline 64 metres northeast of its intersection with Lambton Quay (Grid coordinates x=2658760.0 m, y=5990206.8 m) and extending in a north-easterly direction for 3 metres.</i>
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*Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b>Column One</b> <i>Stout Street</i>	<b>Column Two</b> <i>No stopping, at all times.</i>	<b>Column Three</b> <i>Northwest side, following the kerbline 57 metres northeast of its intersection with Lambton Quay (Grid coordinates x=2658760.0 m, y=5990206.8 m) and extending in a north-easterly direction for</i>
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<b><i>Stout Street</i></b>	<i>No stopping, at all times.</i>	<i>7 metres. Northwest side, following the kerbline 67 metres northeast of its intersection with Lambton Quay (Grid coordinates x=2658760.0 m, y=5990206.8 m) and extending in a north- easterly direction for 2 metres.</i>
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- (e) *No stopping (at all times) – Sheridan Terrace– Johnsonville (TR11-11)*

*Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.*

<b><i>Column One Sheridan Terrace</i></b>	<b><i>Column Two No stopping, at all times.</i></b>	<b><i>Column Three East side, commencing 62 metres north of its intersection with Barrie Street (Grid coordinates x= 1751718.4 m y= 5434625.8 m), and extending in a northerly direction following the eastern kerbline for 37 metres.</i></b>
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- (f) *No stopping (at all times) – Darwin Street– Karori (TR12-11)*

*Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.*

<b><i>Column One Darwin Street</i></b>	<b><i>Column Two No stopping, at all times.</i></b>	<b><i>Column Three South side, commencing from its intersection with Chamberlain Road (Grid coordinates x= 1745290.3 m y= 5428280.3 m), and extending in a westerly direction following the southern kerbline for</i></b>
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20 metres.

**(g)** *Class restricted (Bus stop) – Rintoul Street– Newtown (TR13-11)*

*Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Rintoul Street</b>	<b>Bus Stop, At All Times</b>	<b>West side, commencing 94 metres south of its intersection with Brixham Way and extending in a southerly direction following the western kerblines for 8 metres</b>

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Rintoul Street</b>	<b>Bus stop, at all times.</b>	<b>West side, commencing 256 metres north of its intersection with Waripori Street, (Grid coordinates <math>x = 1748801.9</math> m, <math>y = 5424328.8</math> m), and extending in a northerly direction following the western kerblines for 20 metres.</b>

**(h)** *(Bus stop) – Adelaide Road– Newtown (TR14-11)*

*Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Class restricted Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Adelaide Road</b>	<b>Bus Stop, At All Times</b>	<b>East side, commencing 40 metres east of its intersection with Britomart Street and extending in a southerly direction following the eastern</b>

<b>Adelaide Road</b>	<b>Bus Stop, At All Times</b>	<i>kerbline for 21 metres. West side, commencing 37 metres south of its intersection with Duppa Street and extending in a southerly direction following the western kerbline for 20 metres.</i>
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*Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Adelaide Road</b>	<b>No Stopping At All Times.</b>	<i>East side, commencing 61 metres south of its intersection with Britomart Street and extending in a southerly direction following the eastern kerbline for 22.5 metres</i>
<b>Adelaide Road</b>	<b>No Stopping At All Times.</b>	<i>West side, commencing 93 metres south of its intersection with Britomart Street and extending in a southerly direction following the western kerbline for 14.5 metres.</i>

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Adelaide Road</b>	<b>Bus stop, at all times.</b>	<i>East side, commencing 49 metres south of its intersection with Herald Street (Grid coordinates <math>x= 1748582.8</math> m, <math>y= 5424117.1</math> m), and extending in a southerly direction</i>

<b>Adelaide Road</b>	<i>Bus stop, at all times.</i>	<i>following the eastern kerbline for 20 metres. West, commencing 38 metres north of its intersection with Chilka Street (Grid coordinates <math>x = 1748564.0</math> m, <math>y = 5423961.8</math> m), and extending in a northerly direction following the western kerbline for 20 metres.</i>
<b>Adelaide Road</b>	<i>Bus stop, at all times.</i>	<i>West, commencing 31 metres south of its intersection with Duppa Street (Grid coordinates <math>x = 1748556.5</math> m, <math>y = 5423831.6</math> m), and extending in a southerly direction following the western kerbline for 25 metres.</i>

*Add to Schedule D (No Stopping Restrictions) of the Traffic  
Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Adelaide Road</b>	<i>No stopping, at all times.</i>	<i>East side, commencing 69 metres south of its intersection with Herald Street (Grid coordinates <math>x = 1748582.8</math> m, <math>y = 5424117.1</math> m), and extending in a southerly direction following the eastern kerbline for 14.5 metres.</i>
<b>Adelaide Road</b>	<i>No stopping, at all times.</i>	<i>West, commencing 93 metres south of its intersection with Britomart Street (Grid coordinates <math>x = 1748572.8</math> m, <math>y = 5424118.1</math> m), and</i>

*extending in a southerly direction following the western kerbline for 5 metres.*

**(i) Class restricted (Bus stop) – Taranaki Street – Te Aro (TR15-11)**

*Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Taranaki Street</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 33.5 metres south of its intersection with Courtenay Place (Grid Coordinates X=2658970.591186 m, Y=5988950.687511 m) and extending in a southerly direction following the kerbline for 5.5 metres. (1 parallel carpark)</i>

*Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Taranaki Street</b>	<i>Bus Stop, At all times.</i>	<i>East side, commencing 39 metres south of its intersection with Courtenay Place (Grid Coordinates X=2658970.591186 m, Y=5988950.687511 m) and extending in a southerly direction following the kerbline for 13.5 metres.</i>

*Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Taranaki Street</b>	<i>Clearway, Monday to</i>	<i>East side, commencing 33.5 metres south of</i>

*Friday 4:00pm - 6:00pm. its intersection with Courtenay Place (Grid Coordinates X=2658970.591186 m, Y=5988950.687511 m) and extending in a southerly direction following the kerbline for 5.5 metres.*

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b><i>Column One</i></b>	<b><i>Column Two</i></b>	<b><i>Column Three</i></b>
<b><i>Taranaki Street</i></b>	<i>Bus stop, at all times.</i>	<i>East side, commencing 33.5 metres south of its intersection with Courtenay Place (Grid coordinates x= 1748950.3 m y=5427237.2 m) and extending in a southerly direction following the eastern kerbline for 14.5 metres.</i>

*Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule*

<b><i>Column One</i></b>	<b><i>Column Two</i></b>	<b><i>Column Three</i></b>
<b><i>Taranaki Street</i></b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 48 metres south of its intersection with Courtenay Place (Grid coordinates x= 1748950.3 m y=5427237.2 m,) and extending in a southerly direction following the eastern kerbline for 5.5 metres. (1 parallel parking space)</i>

*Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Taranaki Street</b>	Clearway, Monday to Friday 4:00pm - 6:00pm.	East side, commencing 48 metres south of its intersection with Courtenay Place (Grid coordinates x= 1748950.3 m y= 5427237.2 m), and extending in a southerly direction following the eastern kerbline for 5.5 metres.

- (j) Give way control – Reading Street – Karori (TR18-11)

*Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Reading Street</b>	Give way control.	South bound traffic at its intersection with Karori Road.

- (k) Class restricted (Mobility parking) - Weka Street – Miramar (TR19-11)

*Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Weka Street</b>	P15, Monday to Friday 8:15am- 9:15am, 2:30pm- 3:15pm, During School Terms	West side, commencing 105 metres north of its intersection with Manuka Street (Grid coordinates x=1752731.4m, y=5425736.4m), and extending in a northerly direction following the western kerbline for

50 metres.

*Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Weka Street</b>	P15, Monday to Friday 8:15am- 9:15am, 2:30pm- 3:15pm, During School Terms	West side, commencing 112 metres north of its intersection with Manuka Street (Grid coordinates x=1752731.4m, y=5425736.4m), and extending in a northerly direction following the western kerbline for 43 metres.

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Weka Street</b>	Mobility parking – displaying an operation mobility permit only, P30, Monday to Friday 8:15am- 9:15am, 2:30pm- 3:15pm, During School Terms	West side, commencing 105 metres north of its intersection with Manuka Street (Grid coordinates x=1752731.4m, y=5425736.4m), and extending in a northerly direction following the western kerbline for 7 metres.

- (I) *Time limited (P60), Class restricted (Loading zone) – Evans Bay Parade – Hataitai (TR20-11)*

*Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Evans Bay Parade</b>	P60, Monday to Sunday	West side, commencing 238 metres north of its

8:00am -6:00pm. intersection with Rata Road  
(Grid Coordinates  $x=1750712.59m$ ,  $y=5425815.80m$ ), and extending in a northerly direction following the western kerbline for 19 metres.

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Evans Bay Parade</b>	Loading zone, P5.	West side, commencing 232.5 metres north of its intersection with Rata Road (Grid Coordinates $x=1750712.59m$ , $y=5425815.80m$ ), and extending in a northerly direction following the western kerbline for 5.5 metres.

**(m)** Resident parking – Garden Road – Northland (TR21-11)

*Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Garden Road</b>	No stopping, at all times.	North side, commencing 172.5 metres north of its intersection with Orangi Kaupapa Road (Grid Coordinates $x= 1747519 m$ , $y= 5428414.0 m$ ), and extending in a northerly direction following the western kerbline for



<b><i>Garden Road</i></b>	<i>No stopping, at all times.</i>	<i>8 metres. North side, commencing 202.5 metres north of its intersection with Orangi Kaupapa Road (Grid Coordinates x= 1747519 m, y= 5428414.0 m), and extending in a northerly direction following the western kerbline for 3.5 metres.</i>
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*Add to Schedule E (Residents Parking) of the Traffic Restrictions  
Schedule*

<b><i>Column One</i></b>	<b><i>Column Two</i></b>	<b><i>Column Three</i></b>
<b><i>Garden Road</i></b>	<i>Resident parking, Monday to Friday 8:00am to 6:00pm</i>	<i>North side, commencing 147.5 metres north of its intersection with Orangi Kaupapa Road (Grid Coordinates x= 1747519 m, y= 5428414.0 m), and extending in a northerly direction following the western kerbline for 25 metres.</i>
<b><i>Garden Road</i></b>	<i>Resident parking, Monday to Friday 8:00am to 6:00pm.</i>	<i>North side, commencing 180.5 metres north of its intersection with Orangi Kaupapa Road (Grid Coordinates x= 1747519 m, y= 5428414.0 m), and extending in a northerly direction following the western kerbline for 22 metres.</i>

<b>Garden Road</b>	<i>Resident parking, Monday to Friday 8:00am to 6:00pm.</i>	<i>North side, commencing 206 metres north of its intersection with Orangi Kaupapa Road (Grid Coordinates x= 1747519 m, y= 5428414.0 m), and extending in a northerly direction following the western kerbline for 10.5 metres.</i>
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(n) *Class restricted (Bus stop), Metered parking – Featherston Street – Lambton (TR22-11)*

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b>Column One</b> <i>Featherston Street</i>	<b>Column Two</b> <i>Bus stop, Monday to Friday 6:00am – 9:30am 3:30pm – 9:00pm.</i>	<b>Column Three</b> <i>East side, commencing 16.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
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*Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b>Column One</b> <i>Featherston Street</i>	<b>Column Two</b> <i>No stopping, at all times.</i>	<b>Column Three</b> <i>East side, commencing 9 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m),</i>
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<b><i>Featherston Street</i></b>	<i>No stopping, at all times.</i>	<i>and extending in a southerly direction following the eastern kerbline for 7.5 metres. East side, commencing 77.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
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*Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule*

<b><i>Column One</i></b>	<b><i>Column Two</i></b>	<b><i>Column Three</i></b>
<b><i>Featherston Street</i></b>	<i>P120 Maximum, Monday to Friday 9:30am - 3:30pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 16.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 18 metres. (3 parallel parking spaces)</i>
<b><i>Featherston Street</i></b>	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am -</i>	<i>East side, commencing 34.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction</i>

6:00pm. following the eastern kerbline for 43 metres. (7 parallel parking spaces)

(o) *Time limited (P5) – Middleton Road – Johnsonville (TR23-11)*

*Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Middleton Road</b>	P5, Monday to Sunday 7:00am – 8:00pm.	East side, commencing 391 metres south of its intersection with Wingfield Place (Grid coordinates $x= 1751886.8$ m, $y= 5436227.9$ m), and extending in a southerly direction following the eastern kerbline for 8 metres. (3 angle parking spaces)

(p) *Give way control, No stopping (at all times) – Cara Crescent – Paparangi (TR24-11)*

*Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cara Crescent</b>	No stopping, at all times.	North side, commencing at its intersection with Mark Avenue (Grid coordinates $x= 1752397$ m, $y= 5435962.6$ m), and extending in a westerly direction following the northern kerbline for 6 metres.
<b>Cara Crescent</b>	No stopping,	South side,

	<i>at all times.</i>	<i>commencing at its intersection with Mark Avenue (Grid coordinates x= 1752394.3 m, y= 5435952.5 m), and extending in an easterly direction following the southern kerbline for 6metres.</i>
<b>Mark Avenue</b>	<i>No stopping, at all times.</i>	<i>West side, commencing at its intersection with Cara Crescent (Grid coordinates x= 1752397 m, y= 5435962.6 m), and extending in a northerly direction following the western kerbline for 6 metres.</i>
<b>Mark Avenue</b>	<i>No stopping, at all times.</i>	<i>West side, commencing at its intersection with Cara Crescent (Grid coordinates x= 1752394.3 m, y= 5435952.5 m), and extending in a southerly direction following the western kerbline for 6 metres.</i>

*Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule*

<b>Column One</b> <b>Cara Crescent</b>	<b>Column Two</b> <i>Give way.</i>	<b>Column Three</b> <i>East bound traffic, at its intersection with Mark Avenue.</i>
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- (q) *Class restricted (Mobility parking) – Ganges Road – Khandallah (TR54-10)*

*Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Ganges Road</b>	P60, Monday to Saturday 8:00am – 6:00pm.	West side, commencing 49.7 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750041.3 m, y= 5432353.5 m), and extending in a southerly direction following the western kerbline for 26.4 metres. (9 angled parking spaces)

*Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Ganges Road</b>	Mobility parking - displaying an operation mobility permit only, at all times.	East side, commencing 63.8 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 8.7 metres. (2 angled mobility parking spaces)

*Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Ganges Road</b>	P60, Monday to Saturday 8:00am –	East side, commencing 60.8 metres south of its intersection with

	6:00pm.	<i>Agra Crescent (Grid Coordinates x= 1750048.9 m, y= 5432352.5 m), and extending in a southerly direction following the eastern kerbline for 2.9 metres. (1 angled space)</i>
<b><i>Ganges Road</i></b>	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 54.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750033.5 m, y= 5432349.3 m), and extending in a southerly direction following the western kerbline for 18.8 metres. (7 angled parking spaces)</i>

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b><i>Column One</i></b>	<b><i>Column Two</i></b>	<b><i>Column Three</i></b>
<b><i>Ganges Road</i></b>	<i>Mobility parking - displaying an operation mobility permit only, at all times.</i>	<i>East side, commencing 63.7 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750048.9 m, y= 5432352.5 m), and extending in a southerly direction following the eastern kerbline for 5.8 metres. (1 angled mobility parking space)</i>
<b><i>Ganges Road</i></b>	<i>Mobility parking - displaying an operation</i>	<i>West side, commencing 50 metres south of its</i>

*mobility permit only, at all times.*      *intersection with Agra Crescent (Grid Coordinates x= 1750033.5 m, y= 5432349.3 m), and extending in a southerly direction following the western kerbline for 4.5 metres. (1 angled mobility parking space)*

076/11P    **142 TIRANGI ROAD, LYALL BAY – VESTING (1.45PM – 1.49PM)  
OF RESERVE LAND AS LEGAL ROAD UNDER SECTION 114 OF  
THE PUBLIC WORKS ACT 1981**  
Report of Paul Davidson – Property Advisor and Mike Oates – Manager,  
Open Space and Recreation Planning  
(1215/52/IM) (REPORT 6)

**Moved Councillor Ritchie, seconded Councillor Gill, the substantive motion.**

(Councillor Eagle rejoined the meeting at 1.48pm.)  
(Councillor Coughlan joined the meeting at 1.49pm.)

**The substantive motion was put and declared CARRIED.**

**RESOLVED:**

*THAT the Strategy and Policy Committee:*

1. *Receive the information.*
2. *Recommend that Council :*
  - (a) *Agree to the vesting of 7m<sup>2</sup> of recreation reserve land, as shown in Appendix One, between 142 Tirangi Road and Lyall Parade as Legal Road pursuant to section 114 Public Works Act 1981.*
  - (b) *Delegate to the Chief Executive the authority to conclude the vesting of the 7m<sup>2</sup> of recreation reserve between 142 Tirangi Road and Lyall Parade, as shown in Appendix 1, as Legal Road.*
3. *Note that the proposed vesting of the 7m<sup>2</sup> of Reserve land as Legal Road is conditional on :*



- (a) *Public notification of the intention to vest the land as Legal Road in accordance with section 114 of the Public Works Act 1981, and no objections being sustained; and*
- (b) *The consent of the Minister of Conservation being obtained in accordance with section 114 of the Public Works Act 1981; and*
- (c) *That if objections are received a further report will be presented to Council to decide whether to uphold them or not.*

077/11P    **SPC FORWARD PROGRAMME**    (1.49PM – 1.51PM)  
 Report of Svea Cunliffe-Steel, City Secretary  
 (1215/52/IM)    (REPORT 8)

**Moved Councillor Foster, seconded Councillor Best, the substantive motion, amended as follows:**

- 2. *Agree to the Forward Programme **as amended** for the Strategy and Policy Committee, attached as Appendix 1 to this report:*
  - (a) *Add ‘Engagement Policy’ to TBC.*
  - (b) *Move ‘Wellington 2040 – Draft Framework’ to 5 May 2011.*
  - (c) *Add ‘Surplus Road Stopping and Sale Report Back’ to 15 September 2011.*

**The substantive motion, as amended, was put and declared CARRIED.**

**RESOLVED:**

*THAT the Strategy and Policy Committee:*

- 1. *Receive the information.*
- 2. *Agree to the Forward Programme **as amended** for the Strategy and Policy Committee, attached as Appendix 1 to this report:*
  - (a) *Add ‘Engagement Policy’ to TBC.*
  - (b) *Move ‘Wellington 2040 – Draft Framework’ to 5 May 2011.*
  - (c) *Add ‘Surplus Road Stopping and Sale Report Back’ to 15 September 2011.*

078/11P    **REVIEW OF ROAD ENCROACHMENT AND SALE POLICY: CONSULTATION AND RECOMMENDATIONS**    (1.51PM – 2.36PM)  
 Report of Bryan Smith, Principal Advisor, Policy  
 (1215/52/IM)    (REPORT 2)

**Moved Councillor Foster, seconded Councillor Pannett the substantive motion.**

(Mayor Wade-Brown left the meeting at 1.53pm.)

(Mayor Wade-Brown rejoined the meeting at 1.55pm.)

**Moved Councillor Best, seconded Councillor Lester, the following amendment :**

7. *Agree, in respect of rental fee rates to apply under the differentiated fee structure, that:*

(b) *the Council will consult, as part of the 2012-2022 Long-term plan process, on:*

i. *a draft schedule of differential fee rates to be phased-in from 1 July 2012.*

ii. *a proposed maximum rental fee rate of \$30 per square metre (excluding GST) and minimum rental fee rate of \$5 per square metre (excluding GST) to apply from 1 July 2012.*

**The amendment was put and declared CARRIED.**

(Councillor Cook left the meeting at 2.08pm.)

(Councillor Cook rejoined the meeting at 2.09pm.)

**The substantive motion, exclusive of recommendations 5 (h), (j) and (k) were put and a DIVISION called.**

Voting for: Mayor Wade-Brown and Councillors Ahipene-Mercer, Best, Cook, Coughlan, Foster, Lester, Marsh, McKinnon, Pannett, Pepperell and Ritchie.

Voting against: Councillors Eagle, Gill and Morrison.

Majority vote: 12 : 3

**The substantive motion, exclusive of recommendations 5 (h), (j) and (k), was declared CARRIED.**

**The substantive motion, recommendation 5 (h) was put and a DIVISION called.**

Voting for: Mayor Wade-Brown and Councillors Ahipene-Mercer, Best, Cook, Coughlan, Eagle, Foster, Gill, Lester, McKinnon, Morrison, and Pepperell.

Voting against: Councillors Marsh, Pannett and Ritchie.

Majority vote: 12 : 3

**The substantive motion, recommendation 5 (h) was declared CARRIED.**

**NOTED:**

Councillor Ritchie declared a conflict in relation to Recommendations 5 (j) and (k) and withdrew from the meeting.

(Councillor Ritchie left the meeting at 2.35pm.)

**The substantive motion, recommendation 5 (j) and (k) were put and declared CARRIED.**

**RESOLVED:**

*THAT the Strategy and Policy Committee:*

1. *Receive the information.*
2. *Note that 182 written submissions were received and 25 oral submissions were heard on the Proposed Changes to the Road Encroachment and Sale Policy June 2010.*
3. *Note the summary of submissions attached as appendix one to this report.*
4. *Note the officers' responses to the issues raised by submitters attached as appendix two to this report.*
5. *Agree that, in response to public feedback, a revised Road Encroachment and Sale Policy includes the following key elements (see appendix three):*
  - (a) *minor wording changes to improve the operation and understanding of the Policy and to ensure the Policy is consistent with other relevant Council policies and plans, as*

*included in the draft policy released for consultation in June 2010.*

- (b) inclusion of the “objectives”, “policy principles”, “criteria for evaluating road-encroachment proposals”, and “consultation with affected parties” sections included in the draft policy released for consultation in June 2010.*
- (c) increasing the public liability insurance requirements for airspace licences and leases from \$100,000 to \$1,000,000.*
- (d) rental fee rates will be based on a differentiated fee structure where the rental rate per square metre is set as a proportion of average land values in a given suburb, which was identified as the Council’s preferred approach to fees in the draft policy released for consultation in June 2010. The rate per square metre will be set at a discount to estimated average market rental rates for land in the relevant suburb, recognising that legal road is generally less valuable than normal freehold land due to its status as legal road.*
- (e) a maximum and minimum rental fee rate (per square metre) will apply.*
- (f) rental fee rates (including the maximum and minimum rates) will be adjusted as part of each Long-term plan process, in light of the most recent available rateable land valuations.*
- (g) the following definition of “hedge” will apply: “Hedge in respect of the definition of an encroachment structure, is a dense area of vegetation that is predominately linear and that has the effect of excluding the public from an area of legal road so that an adjacent property owner may enjoy the private use of that legal road”.*
- (h) in respect of existing licences involving land that is fenced or hedged, such licences would continue to receive the first 50 square metres of land without incurring rental fees.*
- (i) in respect of new licences (including new licences issued to the purchaser of a property that has an encroachment licence associated with it) involving land that is fenced or hedged, the first 50 square metres of land will not be exempt from rental fees.*
- (j) in respect of existing airspace leases, owners of existing leases will be offered the option of a single fee to cover the remaining life of the lease using the valuation method described in 5(k). Property owners who do not wish to take up this option would be subject to the existing terms and conditions, noting that new rental rates may be applicable under the terms of their lease.*
- (k) in respect of new airspace leases, a registered valuation of any proposed airspace encroachment lease will be obtained and a*

*one-off fee will be charged based on this valuation to cover the lifetime of the lease. No further rental fees will be charged in respect of such a lease.*

6. *Delegate to the Chief Executive Officer and Transport (Public Transport and Roding) Portfolio leader, the authority to make editorial changes and any changes agreed by the Committee prior to the policy being referred to Council for adoption.*
7. *Agree, in respect of rental fee rates to apply under the differentiated fee structure, that:*
  - (a) *the existing rental fee rates policy of \$11.48 per square metre excluding GST (which will be adjusted by the annual Consumer Price Index from 1 July 2011) will apply to all residential encroachments until the end of the 2011-12 financial year.*
  - (b) *the Council will consult, as part of the 2012-2022 Long-term plan process, on:*
    - i. *a draft schedule of differential fee rates to be phased-in from 1 July 2012.*
    - ii. *a proposed maximum rental fee rate of \$30 per square metre (excluding GST) and minimum rental fee rate of \$5 per square metre (excluding GST) to apply from 1 July 2012.*
    - iii. *the following proposed approach to phasing-in the schedule of differential fee rates: that rental fee rates increase by a maximum of \$5 per square metre per year until the relevant rental rate is reached for a given suburb, and any reductions in fees would be introduced from 1 July 2012.*
8. *Note that appendix five of this paper contains an indicative schedule of differential fee rates, but that a draft schedule for consultation cannot be finalised until new rateable land valuations are available in 2012.*
9. *Agree to recommend to Council that it adopt the revised Road Encroachment and Sale Policy (attached as appendix three to this report).*
10. *Agree to recommend to Council that the revised Road Encroachment and Sale Policy take effect immediately.*
11. *Agree to recommend to Council that it delegate to the Chief Executive Officer and Transport (Public Transport and Roding) Portfolio*

*leader, the authority to make editorial changes and any changes agreed by Council prior to the policy being released.*

- 12. Note that officers will write to all encroachment holders, submitters on the June 2010 policy review and other key stakeholders advising them of the decisions on the policy review.*
- 13. Agree that officers develop options to facilitate the stopping and sale of surplus unformed legal road and report to the Strategy and Policy Committee by September 2011.*

The meeting concluded at 2.36pm.

Confirmed: \_\_\_\_\_  
Chair  
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