
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

MINUTES

Time: 9:17 am
Date: Wednesday, 9 December 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

PRESENT

Mayor Wade-Brown
Councillor Ahipene-Mercer
Councillor Coughlan
Councillor Eagle
Councillor Foster (Chair)
Councillor Free
Councillor Lee
Councillor Lester
Councillor Marsh
Councillor Pannett
Councillor Peck
Councillor Ritchie
Councillor Sparrow
Councillor Woolf
Councillor Young

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1 Meeting Conduct

The meeting opened at 9.17am.

Present were Councillors Ahipene-Mercer, Coughlan, Eagle, Free, Foster, Lee, Lester, Pannett, Peck, Ritchie, Sparrow and Woolf.

The meeting adjourned at 9.17am to reconvene at the conclusion of the Governance, Finance and Planning Committee meeting.

The meeting reconvened at 10.52am.

Present were Mayor Wade-Brown, Councillors Ahipene-Mercer, Eagle, Free, Foster, Lee, Marsh, Pannett, Peck, Ritchie, Sparrow, Woolf and Young.

1.1 Apologies

Moved Councillor Foster, seconded Councillor Pannett

Resolved

That the Transport and Urban Development Committee:

Accept the apologies received from Councillor Swain (Greater Wellington Regional Council).

Carried

(Councillor Coughlan returned to the meeting at 10.53 am.)

(Councillor Lester returned to the meeting at 10.53 am.)

1.2 Conflict of Interest Declarations

There were no conflict of interest declarations.

1.3 Confirmation of Minutes

Moved Councillor Foster, seconded Councillor Ahipene-Mercer

Resolved

That the Transport and Urban Development Committee:

1. Approve the minutes of the Transport and Urban Development Committee Meeting held on 19 November 2015, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.
2. Approve the minutes of the meeting for Safer Speeds Subcommittee held on 20 November 2015, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1.4 Public Participation

There were no public participants.

1.5 Items not on the Agenda

There were no late items received.

2. General Business

2.1 Proposed Speed Limit Reductions: Berhampore, Khandallah, Northland, Ngaio, Wadestown, and Happy Valley Road

Moved Councillor Foster , seconded Councillor Free

Recommendations

The Safer Speeds Subcommittee recommends that the Transport and Urban Development Committee:

1. Receive the information.
2. Recommend that it makes a resolution under Part 6 of the Wellington City Consolidated Bylaw to set the speed limits as stated in the tables below on the following sections of road in Berhampore, Khandallah, Northland, Ngaio, Wadestown, and Happy Valley Road.

Table 1: Proposed speed limit for Berhampore shopping area

Street	Legal description	Speed limit	Distance
Adelaide Road	From a point 35 metres north of its intersection with Palm Grove to a point 75 metres south of its intersection with Herald Street	30km/h	255 metres
Palm Grove	From its intersection with Adelaide Road to the private section of Palm Grove	30km/h	103 metres
Luxford Street	From its intersection with Adelaide Road to a point 105 metres east of its intersection with Adelaide Road	30km/h	100 metres
Herald Street	From its intersection with Adelaide Road to a point 100 metres east of its intersection with Adelaide Road (to the foot of the steps by 60 and 67 Herald Street)	30km/h	100 metres

Table 2: Proposed speed limit for Khandallah shopping area

Street	Legal description	Speed limit	Distance
Agra Crescent	From its intersection with Nicholson Road to a point 60 metres east of its intersection with Ganges Road	30km/h	115 metres
Ganges Road	From its intersection with Agra Crescent to a point 95 metres south of its intersection with Dekka Street	30km/h	200 metres
Dekka Street	From its intersection with Ganges Road to its intersection with Nicholson Road	30km/h	135 metres

Table 3: Proposed speed limit for Northland shopping area

Street	Legal description	Speed limit	Distance
Northland Road	From a point 25 metres south of its intersection with Farm Road to a point 115 metres north of its intersection with Randwick Road	30km/h	275 metres
Garden Road	From its intersection with Northland Road (east side) to a point 25 metres east of its intersection with Northland Road	30km/h	47 metres

Table 4: Proposed speed limit in Ngaio shopping area

Street	Legal description	Speed limit	Distance
Ottawa Road	From its intersection with Khandallah Road to 255 metres south its intersection with Khandallah Road	30km/h	255 metres
Khandallah Road	From 55 metres north of Colway Street to its intersection with Ottawa Road	30km/h	55 metres

Table 5: Proposed speed limit for Wadestown shopping centre

Street	Legal description	Speed limit	Distance
Wadestown Road	From its intersection with Lennel Road to a point 40 metres west of its intersection with Hanover Street	30km/h	273 metres
Lennel Road	From its intersection with Pitt Street and Wadestown Road to a point 30 metres east of its intersection with Wadestown Road	30km/h	30 metres

Table 6: Proposed speed limit for Happy Valley Road

Street	Legal description	Speed limit	Distance
Happy Valley Road	From a point 80 metres south of its intersection with Murchison Street to a point 92 metres north of its intersection with Landfill Road	50km/h	435 metres

3. Note the results of the public consultation process to the effect that 391 submissions were received. Table 7 below provides a summary of submissions.

Table 7: Results of submissions - Do you believe it is appropriate to reduce the speed limit to 30 km/h as indicated on the map?

Area	Yes	No
Berhampore	133 (82%)	30 (18%)
Khandallah	112 (82%)	25 (18%)
Northland	93 (85%)	17 (15%)
Ngaio	99 (78%)	28 (22%)

Wadestown	118 (86%)	20 (14%)
Happy Valley Road	93 (76%)	29 (24%)

4. Note that the process to change a speed limit as described in both the Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaw, has been followed.
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 Bylaws, the resolution will be recorded in the Register of Speed Limits and the relevant speed limits on the Councils Speed Limit Plans cease to have effect.
6. **Agree to request** Officers to consider and report back on potential extensions of some of the 30km/h areas, particularly around Berhampore and Northland centres, and meet with Kenya Street submitters to endeavour to address their traffic safety concerns.
7. **Agree to request** Officers to work with the Urban Design team on opportunities for place-making to support the safer speed zones.

Moved Mayor Wade-Brown, seconded Councillor Marsh, the following amendment:

That the Transport and Urban Development Committee:

8. **Request officers consider increased use of electronic speed feedback signs at suburban centres where speed limits have been reduced.**

Carried

Moved Councillor Foster, seconded Councillor Free

Resolved

That the Transport and Urban Development Committee:

1. Receive the information.
2. Resolve under Part 6 of the Wellington City Consolidated Bylaw to set the speed limits as stated in the tables below on the following sections of road in Berhampore, Khandallah, Northland, Ngaio, Wadestown, and Happy Valley Road.

Table 1: Proposed speed limit for Berhampore shopping area

Street	Legal description	Speed limit	Distance
Adelaide Road	From a point 35 metres north of its intersection with Palm Grove to a point 75 metres south of its intersection with Herald Street	30km/h	255 metres
Palm Grove	From its intersection with Adelaide Road to the private section of Palm Grove	30km/h	103 metres
Luxford Street	From its intersection with Adelaide Road to a point 105 metres east of its intersection	30km/h	100 metres

	with Adelaide Road		
Herald Street	From its intersection with Adelaide Road to a point 100 metres east of its intersection with Adelaide Road (to the foot of the steps by 60 and 67 Herald Street)	30km/h	100 metres

Table 2: Proposed speed limit for Khandallah shopping area

Street	Legal description	Speed limit	Distance
Agra Crescent	From its intersection with Nicholson Road to a point 60 metres east of its intersection with Ganges Road	30km/h	115 metres
Ganges Road	From its intersection with Agra Crescent to a point 95 metres south of its intersection with Dekka Street	30km/h	200 metres
Dekka Street	From its intersection with Ganges Road to its intersection with Nicholson Road	30km/h	135 metres

Table 3: Proposed speed limit for Northland shopping area

Street	Legal description	Speed limit	Distance
Northland Road	From a point 25 metres south of its intersection with Farm Road to a point 115 metres north of its intersection with Randwick Road	30km/h	275 metres
Garden Road	From its intersection with Northland Road (east side) to a point 25 metres east of its intersection with Northland Road	30km/h	47 metres

Table 4: Proposed speed limit in Ngaio shopping area

Street	Legal description	Speed limit	Distance
Ottawa Road	From its intersection with Khandallah Road to 255 metres south its intersection with Khandallah Road	30km/h	255 metres
Khandallah Road	From 55 metres north of Colway Street to its intersection with Ottawa Road	30km/h	55 metres

Table 5: Proposed speed limit for Wadestown shopping centre

Street	Legal description	Speed limit	Distance
Wadestown Road	From its intersection with Lennel Road to a point 40 metres west of its intersection with Hanover Street	30km/h	273 metres
Lennel Road	From its intersection with Pitt Street and Wadestown Road to a point 30 metres east of its intersection with Wadestown Road	30km/h	30 metres

Table 6: Proposed speed limit for Happy Valley Road

Street	Legal description	Speed limit	Distance

Happy Valley Road	From a point 80 metres south of its intersection with Murchison Street to a point 92 metres north of its intersection with Landfill Road	50km/h	435 metres
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3. Note the results of the public consultation process to the effect that 391 submissions were received. Table 7 below provides a summary of submissions.

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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 Bylaws, the resolution will be recorded in the Register of Speed Limits and the relevant speed limits on the Councils Speed Limit Plans cease to have effect.
6. Agree to request Officers to consider and report back on potential extensions of some of the 30km/h areas, particularly around Berhampore and Northland centres, and meet with Kenya Street submitters to endeavour to address their traffic safety concerns.
7. Agree to request Officers to work with the Urban Design team on opportunities for place-making to support the safer speed zones.
8. Request officers consider increased use of electronic speed feedback signs at suburban centres where speed limits have been reduced.

Carried

2.2 Traffic Resolutions

(Councillor Marsh left the meeting at 11:52 am.)
(Councillor Free left the meeting at 11:52 am.)
(Councillor Free returned to the meeting at 11:53 am.)

Councillor Peck requested that all the recommendations for this item be put separately.

Moved Councillor Foster, seconded Councillor Ritchie

Resolved

That the Transport and Urban Development Committee:

1. Receive the information.

Carried

2. Approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a. Confirmation of Shared Zone at all times, and a revision of the current signs and road markings in place after public consultation in July 2015 – Bond Street, Te Aro (TR96-15)

Delete from Schedule B (Loading Zone Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	Loading zone - goods vehicles and authorised vehicles only,	Southwest side, commencing 51.5 metres northwest of its intersection with St Hill Street (x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 17.5 metres.

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

Column One	Column Two	Column Three
Bond Street	Metered parking, P120 Maximum, Monday to	Southwest side, commencing

Thursday 8:00am –

6:00pm, Friday 8:00am -
8:00pm, Saturday and
Sunday 8:00 - 6:00pm.

3.5 metres northwest of
its intersection with St Hill
Street

(Grid coordinates x=
1748689.6 m, y=
5427611.3 m), and
extending in a north-
westerly
direction following the
kerbline for 40.5 metres.
(7 parallel carparks)

Delete from Schedule B (Diplomatic Parking) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Bond Street

DC, CC, FC Registered
Vehicles Parking, Monday to
Friday 8:00am - 6:00pm.

Northeast side,
commencing 69.5 metres
southeast of its
intersection with Willis
Street (Grid coordinates
x= 1748637.36 m, y=
5427685.19 m), and
extending in a south-
easterly direction
following the kerbline for
17.5 metres.

Delete from Schedule B (Motorcycle parking) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Bond Street

Motorcycle parking, at all
times.

Southwest side,
commencing 69 metres
northwest of its
intersection with St Hill
Street (Grid coordinates
x= 1748689.6 m, y=
5427611.3 m), and
extending in a north-
westerly direction
following the kerbline for
8 metres.

Delete from Schedule B (Loading Zone Restrictions) of the Traffic Restrictions
Schedule

Column One

Column Two

Column Three

St. Hill Street

Loading zone - goods

Eastern side,

vehicles and authorised
vehicles only,

commencing 34 metres
south of its intersection
with Bond Street (x=
1748692.5 m, y=
5427608.5 m), and
extending in a southerly
direction following the
eastern kerblines for 27
metres.

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

Column One	Column Two	Column Three
Bond Street	No stopping, at all times	Northeast side, commencing 44.3 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1,748,666.8 m, y= 5,427,650.8 m), and extending in a north- westerly direction following the northern kerb line for 24 metres and the western boundary adjacent to the parklet area for 8 metres

Add to Schedule B (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	Loading Zone, 10 minutes max, Goods and Authorised vehicles only	Southwest side, commencing 2.7 metres northwest of its intersection with St Hill Street at (x= 1,748,687.3 m, y= 5,427,613.9 m), and extending in a north- westerly direction following the kerblines for 6 metres
	Loading Zone, 10 minutes max, Goods And Authorised Vehicles only	Southwest side, commencing 52.8 metres northwest of its intersection with St Hill Street at (x= 1,748,656.0 m, y= 5,427,653.3 m),

and extending in a north-westerly direction following the kerbline for 6 metres

Add to Schedule B (Motorcycle parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	Motorcycle Parking At All Times	Southwest side, commencing 58.8 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1,748,656.0 m, y= 5,427,653.3 m), and extending in a north-westerly direction following the kerbline for 6 metres.

Add to Schedule B (Diplomatic Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	DC, CC, FC Registered Vehicles, At All Times	Northeast side, commencing at 0.3 metres from its intersection with St Hill Street at (Grid coordinates x= 1,748,693.7m, y= 5,427,619.5 m), and extending in a north-westerly direction following the northern kerb line for 20.7 metres.

Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Bond Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 8.7 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and

extending in a north-westerly direction following the kerbline for 12 metres. (2 parallel carparks)

Add to Schedule B (Shared Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	Shared Zone At All Times	From its intersection with Victoria Street to its intersection with Willis Street

Add to Schedule B (Motorcycle parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
St. Hill Street	Motorcycle Parking At All Times	Southeast side, commencing 55.1 metres south of its intersection with Bond Street (Grid coordinates x= 1,748,692.49 m, y= 5,427,608.50 m), and extending in a southerly direction following the eastern kerbline for 6 metres.

Add to Schedule B (Loading Zone Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
St. Hill Street	Loading zone, 10 mins max. Goods and authorised vehicles only,	Eastern side, commencing 34 metres south of its intersection with Bond Street (x= 1748692.49 m, y= 5427608.5 m), and extending in a southerly direction following the eastern kerbline for 21 metres.

Carried

Councillor Peck wished his dissenting vote to be recorded.

b. Loading Zone – Leeds Street, Te Aro (TR97-15)

Remove from Schedule D (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Leeds Street	Loading Zone – goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 22 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658779.994646 m, Y=5988846.408308 m) and extending in a northerly direction following the kerbline for 11 metres.

Remove from Schedule D (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Leeds Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 33 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748758.1 m, y= 5427134.3 m), and extending in a northerly direction following the kerbline for 35 metres. (6 parallel carparks)

Add to Schedule D (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Leeds Street	Loading Zone – P10, Monday to Sunday 8:00am - 6:00pm.	East side, commencing 22 metres north of its intersection with Ghuznee Street at Grid Coordinates x=1748767.28 m, y= 5427154.46 m, and extending in a northerly direction following the kerbline for 5.5 metres.

Add to Schedule D (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Leeds Street	Loading Zone – P10, Monday to Sunday 8:00am - 6:00pm.	East side, commencing 61.7 metres north of its intersection with Ghuznee Street at Grid Coordinates x= 1748783.25 m, y= 5427190.96 m, and extending in a northerly direction following the kerbline for 6 metres.

Add to Schedule D (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Leeds Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 27.5 metres north of its intersection with Ghuznee Street at Grid coordinates x= 1748769.67 m, y= 5427159.42 m, and extending in a northerly direction following the kerbline for 34.2 metres. (6 parallel carparks)

Carried

- c. Changes to Traffic & Parking on Johnsonville, Broderick and Moorefield Roads -
Johnsonville Roading Improvements – Johnsonville (TR98-15)

Delete from Schedule A (Time Limited) Schedule B (Class Restricted) Schedule
C (Direction) Schedule D (No Stopping) Schedule E (Resident Parking) Schedule
F (Metered Parking) Schedule G (Give Way & Stop) Schedule H (Pedestrian
Crossings) Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Johnsonville Road	Bus Stop, At All Times. No Stopping, At All Times.	East side, commencing 5 metres from an extension of the southern kerbline of Corlett St and extending in a northerly direction following the kerbline for 12 metres. East side, commencing 30 metres from an extension of the southern

	No Stopping, At All Times.	kerbline of Corlett St and extending in a northerly direction following the kerbline for 13.5 metres.
	Bus Stop, At All Times.	East side, commencing 50 metres from an extension of the northern kerbline of Broderick Road and extending in a northerly direction following the kerbline for 12 metres.
	Taxi Stand, At All Times.	East side, commencing 92 metres from an extension of the northern kerbline of Broderick Road and extending in a northerly direction following the kerbline for 19 metres.
	No Stopping, At All Times.	East side, commencing 111 metres from an extension of the northern kerbline of Broderick Road and extending in a northerly direction following the kerbline for 21 metres.
	No Stopping, At All Times.	East side, commencing 180 metres from an extension of the northern kerbline of Broderick Road and extending in a northerly direction following the kerbline for 17 metres.
	Time Limited Parking P30 Maximum, Monday to Sunday 8:00 - 6:00pm.	West side, commencing 40m south of its intersection with Bill Cutting Place and extending in a southerly direction following the kerbline for 23metres.
Broderick Road	No Stopping, At All Times and Time Limited Parking P120 Maximum, Monday to Sunday 8:00 - 6:00pm.	North side, commencing at its intersection with Moorefield Road and extending in an easterly direction following the kerbline for its entire length.
	Time Limited Parking P120 Maximum, Monday to	South side, commencing 102 metres south of its

Sunday 8:00 - 6:00pm.

intersection with Johnsonville Road and extending in a westerly direction following the kerbline for 47 metres.

Add to Schedule A (Time Limited) Schedule B (Class Restricted) Schedule C (Direction) Schedule D (No Stopping) Schedule E (Resident Parking) Schedule F (Metered Parking) Schedule G (Give Way & Stop) Schedule H (Pedestrian Crossings) Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Johnsonville Road

No Stopping, At All Times.

East side, commencing 5 metres from an extension of the southern kerbline of Corlett St (Grid Coordinates

X=402595.908m, Y=808262.742m) and extending in a northerly direction following the kerbline for 12 metres.

Bus Stop, At All Times.

East side, commencing 30 metres from an extension of the southern kerbline of Corlett St (Grid Coordinates X=402586.413m, Y=808286.566m) and extending in a northerly direction following the kerbline for 13.5 metres.

Time Restricted Parking, P30 maximum Monday to Sunday 8:00 - 6:00pm.

East side, commencing 50 metres from an extension of the northern kerbline of Broderick Road (Grid Coordinates X=402606.149m, Y=808535.416m) and extending in a northerly direction following the kerbline for 12 metres.

Bus Stop, At All Times.

East side, commencing 92 metres from an extension of the northern kerbline of Broderick Road (Grid Coordinates X=402602.089m, Y=808577.199m) and extending in a northerly direction following the

Taxi Stand, At All Times.	kerbline for 40 metres. East side, commencing 180 metres from an extension of the northern kerbline of Broderick Road (Grid Coordinates X=402595.477m, Y=808663.647m) and extending in a northerly direction following the kerbline for 17 metres.
Bus Stop, At All Times.	West side, commencing 40m south of its intersection with Bill Cutting Place (Grid Coordinates X=402581.200m, Y=808694.869m) and extending in a southerly direction following the kerbline for 23 metres
Cycle lane, at all times	West side, commencing from its intersection with Fraser Ave (Grid Coordinates X=402578.037m, Y=808256.418m) and extending in a northerly direction following the kerbline to its intersection with Moorefield Road.
Cycle lane, at all times	East side, commencing from its intersection with Burgess Road (Grid Coordinates X=402606.516m, Y=808775.651m) and extending in a southerly direction following the kerbline to its intersection with Disraeli Street.
Shared Path, at all times	East side, commencing from its intersection with Disraeli Street (Grid Coordinates X=402595.157m, Y=808420.889m) and extending in a southerly direction following the kerbline to its intersection with Newlands Road.
Shared Path, at all times	West side, commencing

		32m North of its intersection with Bill Cutting Place (Grid Coordinates X= 402369.915m, Y= 808662.432m) and extending in a northerly direction following the kerb line to its intersection with Moorefield Road.
Broderick Road	No Stopping, At All Times.	North side, commencing at its intersection with Moorefield Road (Grid Coordinates X=402306.305m, Y=808535.604m) and extending in an easterly direction following the kerbline for its entire length.
	No stopping, at all times	South side, commencing 102 metres west of its intersection with Johnsonville Road (Grid Coordinates X=402476.392m, Y=808489.415m) and extending in a westerly direction following the kerbline for 47 metres.
	Cycle lane, at all times	North side, commencing at its intersection with Moorefield Road (Grid Coordinates X=402306.305m, Y=808535.604m) and extending in an easterly direction following the kerbline for its entire length.
	Cycle lane, at all times	South side, commencing at its intersection with Johnsonville Road (Grid Coordinates X= 402585.388m, Y= 808473.667m) and extending in a westerly direction following the kerbline to its intersection with Moorefield Road.
Moorefield Road	No stopping, at all times	West side, commencing

No stopping, at all times	at its intersection with Broderick Road (Grid Coordinates X= 402283.726m, Y= 808520.566m) and extending in a southerly direction following the kerb line for 70 metres West side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402287.271m, Y= 808529.988m) and extending in a northerly direction following the kerb line for 140 metres East side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402297.983m, Y= 808519.202m) and extending in a southerly direction following the kerb line for 100 metres East side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402306.305m, Y= 808535.604m) and extending in a northerly direction following the kerb line for 60 metres West side, commencing at its intersection with Wanaka Street (Grid Coordinates X= 402362.897m, Y= 808654.950m) and extending in a southerly direction following the kerb line to 140 metres south of its intersection with Hamia Street.
No stopping, at all times	West side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402297.983m, Y= 808519.202m) and extending in a southerly direction following the kerb line for 100 metres East side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402306.305m, Y= 808535.604m) and extending in a northerly direction following the kerb line for 60 metres West side, commencing at its intersection with Wanaka Street (Grid Coordinates X= 402362.897m, Y= 808654.950m) and extending in a southerly direction following the kerb line to 140 metres south of its intersection with Hamia Street.
No stopping, at all times	West side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402306.305m, Y= 808535.604m) and extending in a northerly direction following the kerb line for 60 metres West side, commencing at its intersection with Wanaka Street (Grid Coordinates X= 402362.897m, Y= 808654.950m) and extending in a southerly direction following the kerb line to 140 metres south of its intersection with Hamia Street.
Shared Path, at all times	West side, commencing at its intersection with Wanaka Street (Grid Coordinates X= 402362.897m, Y= 808654.950m) and extending in a southerly direction following the kerb line to 140 metres south of its intersection with Hamia Street.
Shared Path, at all times	West side, commencing at its intersection with Wanaka Street (Grid Coordinates X= 402369.915m, Y= 808662.432m) and

Bassett Road	Shared Path, at all times	extending in a northerly direction following the kerb line to its intersection with Bassett Road Street. East side, commencing at its intersection with Ironside Road (Grid Coordinates X= 402595.158m, Y= 808984.510m) and extending in a southerly direction following the kerb line to its intersection with Middleton Road.
	Pedestrian Crossing.	25 metres west of its intersection with Moorefield Road (Grid Coordinates X= 402603.232m, Y= 808978.049m).
Middleton Road	No stopping, at all times	North Side, commencing at its intersection with Bassett Road (Grid Coordinates X= 402625.487m, Y= 808955.986m) and extending in an easterly direction following the kerb line for 65 metres
	No stopping, at all times	South Side, commencing at its intersection with Helston Road (Grid Coordinates X= 402634.560m, Y= 808950.479m) and extending in an easterly direction following the kerb line for 65 metres

Carried

2.3 Wellington Housing Accord Monitoring Report

(Councillor Free left the meeting at 12.06 pm.)
(Councillor Free returned to the meeting at 12.08 pm.)
(Councillor Ritchie left the meeting at 12.09 pm.)
(Councillor Marsh returned to the meeting at 12.10 pm.)
(Councillor Ritchie returned to the meeting at 12.19 pm.)

Moved Councillor Foster, seconded Mayor Wade-Brown

Resolved

That the Transport and Urban Development Committee:

1. Receive the information.

Carried

(Councillor Coughlan left the meeting at 12.32 pm.)
(Councillor Young left the meeting at 12.32 pm.)
(Councillor Peck left the meeting at 12.33 pm.)

2.4 Parking Sensors Update - Oral Briefing

(Councillor Eagle left the meeting at 12.33 pm.)
(Councillor Eagle returned to the meeting at 12.38 pm.)

Moved Councillor Foster, seconded Councillor Eagle

Resolved

That the Transport and Urban Development Committee:

1. Receive the information.

Carried

(Councillor Sparrow left the meeting at 12.50 pm.)
(Councillor Marsh left the meeting at 12.57 pm.)
(Councillor Free left the meeting at 12.57 pm.)
(Councillor Free returned to the meeting at 12.59 pm.)
(Councillor Marsh returned to the meeting at 12.59 pm.)
(Councillor Ritchie left the meeting at 1.00 pm.)

Attachments

- 1 Attachment A - Parking Sensors Presentation

The meeting concluded at 1.01 pm.

Confirmed: _____
Chair