

---

**ORDINARY MEETING**

**OF**

**TRANSPORT AND URBAN DEVELOPMENT COMMITTEE**

**MINUTES**

Time: 9:15 am  
Date: Thursday, 30 June 2016  
Venue: Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

---

**PRESENT**

Mayor Wade-Brown  
Councillor Coughlan  
Councillor Eagle  
Councillor Foster (Chair)  
Councillor Free  
Councillor Lee  
Councillor Lester  
Councillor Marsh  
Councillor Pannett  
Councillor Peck  
Councillor Ritchie  
Councillor Sparrow  
Councillor Swain (Greater Wellington Regional Council)  
Councillor Woolf  
Councillor Young



---

**TABLE OF CONTENTS**  
**30 JUNE 2016**

---

<b>Business</b>	<b>Page No.</b>
<b>1. Meeting Conduct</b>	<b>5</b>
<b>1.1 Apologies</b>	<b>5</b>
<b>1.2 Conflict of Interest Declarations</b>	<b>5</b>
<b>1.3 Confirmation of Minutes</b>	<b>5</b>
<b>1.4 Public Participation</b>	<b>6</b>
<b>1.5 Items not on the Agenda</b>	<b>5</b>
<b>2. General Business</b>	<b>7</b>
<b>2.1 Proposed National Policy Statement on Urban         Development Capacity</b>	<b>34</b>
<b>2.2 Car Share Policy</b>	<b>36</b>
<b>2.3 Post Construction Safety Audit - Island Bay Upgrade</b>	<b>33</b>
<b>2.4 Wellington City - Urban Cycleways Programme</b>	<b>30</b>
<b>2.5 Traffic Resolutions</b>	<b>7</b>
<b>2.6 Oral Update - Councillor Swain, Greater Wellington         Regional Council</b>	<b>7</b>
<b>2.7 Forward Programme - June 2016 to September 2016</b>	<b>36</b>



## 1 Meeting Conduct

Members present when the meeting opened at 9:15 am were Mayor Wade-Brown, Councillor Eagle, Councillor Foster, Councillor Free, Councillor Lee, Councillor Lester, Councillor Marsh, Councillor Pannett, Councillor Peck, Councillor Sparrow, Councillor Swain, Councillor Woolf and Councillor Young.

Councillor Coughlan joined the meeting at 9:19 am.

Councillor Ritchie joined the meeting at 9:19 am.

The meeting adjourned at 9:19am for a Councillor only briefing from the Greater Wellington Regional Council.

Members present when the meeting reconvened at 10:47 am were Mayor Wade-Brown, Councillor Coughlan, Councillor Foster, Councillor Free, Councillor Lee, Councillor Lester, Councillor Pannett, Councillor Sparrow, Councillor Swain, Councillor Ritchie, Councillor Woolf and Councillor Young.

### 1.1 Apologies

#### **Moved Councillor Foster, seconded Councillor Pannett**

That the Transport and Urban Development Committee:

1. Accept the apologies received from Councillor Ahipene-Mercer for absence, and Councillor Peck for early departure.

### 1.2 Conflict of Interest Declarations

Nil

### 1.3 Confirmation of Minutes

#### **Moved Councillor Foster, seconded Councillor Pannett**

#### **Resolved**

That the Transport and Urban Development Committee:

Approve the minutes of the Transport and Urban Development Committee Meeting held on 8 June 2016, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

**Carried**

### 1.4 Public Participation

**1.4.1 Ellen Blake, Living Streets Aotearoa**

Ellen Blake, Living Streets Aotearoa addressed the Committee on Report 2.4 Traffic Resolutions.

**1.4.2 Ben Northropp**

Ben Northropp, addressed the Committee on Report 2.4 Traffic Resolutions.

(Councillor Ritchie left the meeting at 11:00 am.)

(Councillor Ritchie returned to the meeting at 11:01 am.)

**1.4.3 Mark Lindsay**

Mark Lindsay, addressed the Committee on Report 2.3 Post Construction Safety Audit - Island Bay Upgrade.

**1.4.4 Vicki Greco, President, Island Bay Residents Association**

Vicki Greco, President, Island Bay Residents Association addressed the Committee on Report 2.3 Post Construction Safety Audit.

**1.4.5 Ron Beernink, Chair, Cycle Aware Wellington**

Ron Beernink, Cycle Aware Wellington addressed the Committee on Report 2.3 Post Construction Safety Audit - Island Bay Upgrade and Report 2.4 Wellington City - Urban Cycleways Programme.

**1.5 Items not on the Agenda**

2.5 Traffic Resolutions

2.6 Oral Update - Councillor Swain, Greater Wellington Regional Council

2.7 Forward Programme – August 2016 to September 2016

**Reason why the item is not on the agenda**

Administration error.

**Reason why the discussion cannot be delayed until a subsequent meeting**

2.5 *Traffic Resolutions*

It will delay the decision making process and affect stakeholders.

2.6 *Oral Update - Councillor Swain, Greater Wellington Regional Council*

2.7 *Forward Programme - August 2016 to September 2016*

These are standing agenda items.

**Moved Councillor Foster, seconded Councillor Marsh**

**Resolved**

That the Transport and Urban Development Committee:

That items 2.5 Traffic Resolutions, 2.6 Oral Update - Councillor Swain, Greater Wellington Regional Council and 2.7 Forward Programme - June 2016 to September 2016 be considered.

**Carried**

---

## 2. General Business

---

The chair changed the order of the reports to the following:

- 2.6 Oral Update - Councillor Swain, Greater Wellington Regional Council
- 2.5 Traffic Resolutions
- 2.4 Wellington City - Urban Cycleways Programme
- 2.3 Post Construction Safety Audit - Island Bay Upgrade
- 2.1 Proposed National Policy Statement on Urban Development Capacity
- 2.2 Car Share Policy
- 2.7 Forward Programme - August 2016 to September 2016.

### 2.6 Oral Update - Councillor Swain, Greater Wellington Regional Council

(Councillor Eagle returned to the meeting at 11:49 am.)

**Moved Councillor Foster, seconded Councillor Free**

**Resolved**

That the Transport and Urban Development Committee:

- 1. Receive the information.

Carried

#### **Attachments**

- 1 Item 2.6 Oral Update from Councillor Swain

The chair changed the order of the reports

### 2.5 Traffic Resolutions

(Councillor Marsh returned to the meeting at 12:01 am.)

**Moved Councillor Foster, seconded Councillor Pannett, the amended officers recommendations**

That the Transport and Urban Development Committee:

- 1. Receive the information.
- 2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:
  - a. P10 Goods Vehicles and Authorised Vehicles Only - College Street – Te Aro (TR38-16)

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

Column One

Column Two

Column Three

College Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, commencing 5 metres southeast of its intersection with Tory Street (Grid coordinates x= 1,749,021.3 m, y= 5,426,871.4 m), and extending in a south-easterly direction following the kerbline for 31 metres. (5 parallel carparks)
----------------	---	---

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

Column One	Column Two	Column Three
College Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Northeast side, commencing 5 metres southeast of its intersection with Tory Street (Grid coordinates x= 1,749,021.3 m, y= 5,426,871.4 m), and extending in a south-easterly direction following the kerbline for 18 metres. (3 parallel carparks)

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
College Street	P10, Goods Vehicles and Authorised Vehicles Only, Monday to Friday 8:00am - 6:00pm. Metered Parking, P120 Maximum, At Other Times	Northeast side, commencing 23.5 metres southeast of its intersection with Tory Street (Grid coordinates x= 1,749,021.3 m, y= 5,426,871.4 m), and extending in a south-easterly direction following the kerbline for 13 metres

b. No Stopping At All Times - Kenmore Street - Newlands (TR39-16)

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

Column One	Column Two	Column Three
Kenmore Street	No Stopping, At All Times.	East side, commencing 160 metres south of its intersection with Horokiwi Road West (Grid Coordinates X= 1,752,946.10m, Y= 5,434,862.84 m) and extending in a southerly direction following the eastern kerbline



for 40 metres.

c. Residents Parking At All Times - Parliament Street - Thorndon (TR40-16)

Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Parliament Street	Resident Parking – Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	West side, commencing 3 metres south of its intersection with Hill Street and extending in a southerly direction following the western kerbline for 13 metres

Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule

Parliament Street	Resident Parking – Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	West side, commencing 5 metres south of its intersection with Hill Street (Grid Coordinates X=1748410.20m, 5,428,994.43m) and extending in a southerly direction following the western kerbline for 13 metres
-------------------	---	--

Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule

Hill Street	Resident Parking – Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	North side, commencing 20 metres southeast of its intersection with Tinakori Road (Grid Coordinates X=1,748,382.3m, Y=5,429,004.6m) and extending in an easterly direction following the kerbline for 5 metres.
-------------	---	---

d. Heavy vehicle- bridge limits Gross 4500kg - Melville Street – Tawa (TR41-16)

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Melville Street	Heavy vehicle bridge limits Gross 4500kg	North side, 54 metres east of its intersection with Oxford Street (Grid coordinates x= 1,753,258.5 m, y= 5,440,748.5 m).
Melville Street	Heavy vehicle bridge limits Gross 4500kg	South side, 79 metres east of its intersection with Oxford Street (Grid coordinates

x= 1,753,256.2 m, y=  
5,440,735.2 m).

- e. No stopping, at all times - Simla Crescent – Khandallah (TR42-16)

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

Column One	Column Two	Column Three
Simla Crescent	No stopping, at all times.	North side, commencing 164 metres north of its intersection with Amapur Drive (Grid coordinates x= 1,749,477.8 m, y= 5,432,384.8 m), and extending in a westerly direction following the Northern kerbline for 8 metres.

- f. No stopping, at all times - Clifford Road - Johnsonville (TR44-16)

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

Column One	Column Two	Column Three
Clifford Road	No stopping, at all times.	East side, commencing 57.5 metres north of its intersection with Saville Row (Grid coordinates x= 1,751,429.4m, y= 5,435,698.1m), and extending in a northerly direction following the eastern kerbline for 7.5 metres.

- g. Mobility park , at all times – Freyberg Street – Lyall Bay (TR46-16)

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

Column One	Column Two	Column Three
Freyberg Street	No stopping at all times	West side, commencing 84 metres from its intersection with Wha Street (Grid coordinates x=1,750,089.7 m, y=5,423,536.4 m), and extending in a northerly direction following the western kerbline for 7.5 metres.

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

Column One	Column Two	Column Three
Freyberg Street	No stopping except for vehicles displaying an operation mobility card, at all times	West side, commencing 91.5 metres from its intersection with Wha Street (Grid coordinates x=1,750,089.7 m, y=5,423,536.4 m), and extending in a northerly direction following the western kerbline for 7 metres.

- h. Residents parking, at all times - Harriett Street - Thorndon (TR48-16)

Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Harriett Street	Residents parking, at all times	North side, commencing 67.5m east of its intersection with Grant Road (Grid Coordinates X= 1,748,366.0m, Y= 5,429,180.1m) and extending in an easterly direction following the northern kerbline for 13 metres. (2 carparks)

- i. Remove Mobility Parking, displaying an operation Mobility Permit Only, At all times – Kainui Road – Hataitai (TR49-16)

Remove from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kainui Road	Mobility Parking, displaying an operation mobility permit only, at all times	West side, commencing 6 metres south of its intersection with Waipapa Road/Te Anau Road (Grid Coordinates X= 1,750,914.7m, Y= 5,426,330.7m) and extending in a southerly direction following the western kerbline for 5 metres.

- j. DC, CC, FC parking Monday to Friday, 8:00am-6:00pm – Waring Taylor Street – Lambton (TR50-16)

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

Schedule

Column One	Column Two	Column Three
Waring Taylor Street	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	Southwest side, following the kerbline 46 metres west of its intersection with Customhouse Quay (Grid Coordinates X=1,748,923.6 m, Y=5,428,345.0m) and extending in a north-westerly direction for 10.5 metres (4 angle carparks)

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

Column One	Column Two	Column Three
Waring Taylor Street	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	Southwest side, following the kerbline 46 metres west of its intersection with Customhouse Quay (Grid Coordinates X=1,748,923.6 m, Y=5,428,345.0m) and extending in a north-westerly direction for 8.25 metres (3 angle carparks)

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

Column One	Column Two	Column Three
Waring Taylor Street	DC, CC, FC parking, Monday to Friday, 8:00am-6:00pm	Southwest side, following the kerbline 54.25 metres west of its intersection with Customhouse Quay (Grid Coordinates X=1,748,923.6 m, Y=5,428,345.0m) and extending in a north-westerly direction for 2.75 metres (1 angle carpark)

- k. No stopping, at all times – Ludlam Street - Miramar (TR52-16)

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

Column One	Column Two	Column Three
Ludlam Street	No Stopping, at all times	North side, commencing 50 metres west of its intersection with Falkirk Avenue (Grid

coordinates  
x= 1,753,211.6 m y=  
5,423,669.5m), and extending  
in a westerly direction following  
the northern kerbline for 3  
metres.

**i. Stop Control – Carlton Street – Melrose (TR54-16)**

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

Column One	Column Two	Column Three
Carlton Street	Stop Control	Carlton street, at its intersection with Sutherland Street.( Grid coordinates x=1,749,855.9m, y=5,423,387.3m)

**n. No stopping, at all times - Lyall Parade – Lyall Bay (TR56-16)**

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

Column One	Column Two	Column Three
Lyall Parade	No Stopping, at all times	North side, 62 metres east of its intersection with Rua Street (Grid coordinates x= 1,750,090 m y= 5,423,061.3 m), and extending in a easterly direction following the northern kerbline for 7metres.

**o. Mobility park, Monday-Friday 8:30am-9:30am and 2:30pm-3:30pm During School Terms Only - Dr Taylor Terrace – Johnsonville (TR57-16)**

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

Column One	Column Two	Column Three
Dr Taylor Terrace	No stopping except for vehicles displaying an operation mobility card, Monday – Friday, 8:30am-9:30am and 2:30pm-3:30pm, During School Terms Only	West side, commencing 204 metres from its intersection with Broderick Road (Grid coordinates x= 1,751,133.4 m, y= 5,434,783.0 m), and extending in a northerly direction following the western kerbline for 7.0 metres.

- p. Class Restricted parking (Bus Stop Relocation) – Ferry Street – Miramar (TR58-16)

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

Column One	Column Two	Column Three
Ferry Street	Bus stop, at all times	West side, commencing 34 metres south of its intersection with Dundas street (Grid coordinates X=1,753,076.4 m, y=5,423,837.5m) and extending in a southerly direction following the western kerbline for 12 metres

- q. No Stopping, at all times - Bidwill Street – Mt Cook (TR59-16)

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

Column One	Column Two	Column Three
Bidwill Street	No Stopping, at all times	South side, 143 metres west of its intersection with Wallace Street (Grid coordinates x= 1,748,360.6 m y= 5,426,168.1 m), and extending in a westerly direction following the southern kerbline for 257 metres.

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

Column One	Column Two	Column Three
Bidwill Street	No Stopping, at all times	South side, 139 metres west of its intersection with Wallace Street (Grid coordinates x= 1,748,360.6 m y= 5,426,168.1 m), and extending in a westerly direction following the southern kerbline for 261metres.

- r. No Stopping, at all times - Broadway – Miramar (TR60-16)

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

Column One	Column Two	Column Three
Broadway	No Stopping, at all times	South side, commencing 36 metres west of its intersection with Crawford Green (Grid coordinates x= 1,752,010.6 m y= 5,423,558.2 m), and extending in a westerly direction following the southern kerbline for 8 metres.
s. Class restricted parking – Bus Stop (New) - Raroa Road – Aro Valley (TR61-16)		
Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Raroa Road	Bus Stop, at all times	Eastern side, commencing from a point 10 metres north from the intersection of the projected extension of the Harrold Street pedestrian steps and the eastern kerb line of Raroa Road (X =1,747,331.4 m, Y = 5,427,356.8 m)and extending in a northerly direction for 15 metres
Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Raroa Road	No Stopping at all times	Eastern side, commencing from a point 1 metre north from the intersection of the projected extension of the Harrold Street pedestrian steps and the eastern kerb line of Raroa Road (X =1,747,331.4 m, Y = 5,427,356.8 m)and extending in a northerly direction for 9 metres
Raroa Road	No Stopping at all times	Eastern side, commencing from a point 25 metres north from the intersection of the projected extension of the Harrold Street pedestrian steps and the

eastern kerb line of Raroa Road (X =1,747,331.4 m, Y = 5,427,356.8 m)and extending in a northerly direction for 9 metres

- t. Class restricted parking – Bus Stop (New) – Raroa Road – Aro Valley (TR62-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Raroa Road	Bus Stop, at all times	Northern side, commencing from a point 5.9 metres east from the intersection of the projected northern kerb alignment of Mount Pleasant Road with the projected kerb alignment of the western kerb line of Raroa Road (X =1,747,147.2 m, Y = 5,427,122.6 m), and extending in an easterly direction for 15 metres

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

Column One	Column Two	Column Three
Raroa Road	No Stopping at all times	Northern side, commencing from a point 3.9 metres east from the intersection of the projected northern kerb alignment of Mount Pleasant Road with the projected kerb alignment of the western kerb line of Raroa Road (X =1,747,147.2 m, Y = 5,427,122.6 m)and extending in an easterly direction for 2 metres
Raroa Road	No Stopping at all times	Northern side, commencing from a point 20.9 metres east from the intersection of the projected northern kerb alignment of Mount Pleasant Road with the projected kerb alignment of the western kerb line of Raroa Road (X =1,747,147.2 m, Y =



5,427,122.6 m)and extending in an easterly direction for 9 metres

- u. Class restricted parking – Bus Stop (New) – Aro Street – Aro Valley (TR63-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aro Street	Bus Stop, at all times	South side, commencing 211 metres north west of its intersection with Durham Street (Grid Coordinates x= 1,747,644.2 m, y= 5,427,009.3 m), and extending in a north westerly direction following the southern kerb line for 15 metres

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

Column One	Column Two	Column Three
Aro Street	Bus Stop, at all times	South side, commencing 232.5 metres west of its intersection with Durham Street and extending in a westerly direction following the Southern kerb line for 17.5 metres

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

Column One	Column Two	Column Three
Aro Street	No Stopping at all times	South side, commencing 199 metres north west of its intersection with Durham Street (Grid Coordinates x= 1747644.2 m, y= 5427009.3 m), and extending in a north westerly direction following the southern kerb line for 12 metres
Aro Street	No Stopping at all times	South side, commencing 226 metres north west of its intersection with Durham Street (Grid Coordinates x= 1,747,644.2 m, y= 5,427,009.3 m), and extending in a north westerly direction following the

southern kerb line for 35 metres

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

Column One	Column Two	Column Three
Aro Street	No Stopping at all times	South side, commencing 218.5 metres west of its intersection with Durham Street and extending in a westerly direction following the Southern kerb line for 14 metres
Aro Street	No Stopping at all times	South side, commencing 250 metres west of its intersection with Durham Street and extending in a westerly direction following the Southern kerb line for 36.5 metres

v. Class restricted parking – Bus Stop (New) – Aro Street – Aro Valley (TR64-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aro Street	Bus Stop, at all times	North side, commencing 50 metres North-west of its intersection of the projected northern boundary of 194 Aro Street (Grid Coordinates X =1,747,545.6 m, y = 5,427,091.7 m), and extending in an North-westerly direction following the northern kerb line for 13 metres

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

Aro Street	No Stopping at all times	North eastern side commencing from a point 50 metres northwest from the intersection of the projected northern boundary of 194 Aro Street and the north eastern kerb line of Aro Street (X =1,747,545.6 m, Y = 5,427,091.7 m) and extending in an north westerly direction for 13 metres
------------	--------------------------	--

- w. Class restricted parking – Bus Stop (New) – Chorley Grove – Churton Park (TR66-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Chorley Grove	Bus Stop, at all times	Southern side, commencing from a point 27 metres east from the intersection of the eastern kerb line of Chisbury Street with the southern kerb line of Chorley Grove (X =1,751,449.2m, Y = 5,436,057.8m), and extending in a easterly direction for 15 metres

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

Column One	Column Two	Column Three
Chorley Grove	No Stopping at all times	Southern side, commencing from a point 18 metres east from the intersection of the eastern kerb line of Chisbury Street with the southern kerb line of Chorley Grove (X =1,751,449.2m, Y = 5,436,057.8m), and extending in a easterly direction for 9 metres
Chorley Grove	No Stopping at all times	Southern side, commencing from a point 42 metres east from the intersection of the eastern kerb line of Chisbury Street with the southern kerb line of Chorley Grove (X =1,751,449.2m, Y = 5,436,057.8m), and extending in a easterly direction for 2 metres

- x. Class restricted parking – Bus Stop (New) – Churton Drive – Churton Park (TR67-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Churton Drive	Bus Stop, at all times	Northwest side, commencing from a point 29 metres northeast from the projected intersection of the eastern kerb line of Windermeer Grove with the north western kerb line of Churton Drive (X =1,751,679.7 m, Y = 5,436,151.4 m), and extending in a north easterly direction for 15 metres

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

Column One	Column Two	Column Three
Churton Drive	No Stopping at all times	Northwest side, commencing from a point 20 metres northeast from the projected intersection of the eastern kerb line of Windermeer Grove with the north western kerb line of Churton Drive (X =1,751,679.7 m, Y = 5,436,151.4 m)and extending in a north easterly direction for 9 metres
	No Stopping at all times	Northwest side, commencing from a point 44 metres northeast from the projected intersection of the eastern kerb line of Windermeer Grove with the north western kerb line of Churton Drive (X =1,751,679.7 m, Y = 5,436,151.4 m)and extending in a north easterly direction for 6.7 metres

- y. Class restricted parking – Bus Stop (New) – Chorley Grove – Churton Park (TR68-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Chorley Grove	Bus Stop, at all times	South western side, commencing from a point 26.1 metres south from the

projected intersection of the northern kerb line of Te Kiteroa Grove with the south western kerb line of Chorley Grove (X =1,751,569.8 m, Y = 5,435,868.8 m), and extending in a south easterly direction for 15 metres

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

Column One	Column Two	Column Three
Chorley Grove	No Stopping at all times	South western side, commencing from a point 17.1 metres south from the projected intersection of the northern kerb line of Te Kiteroa Grove with the south western kerb line of Chorley Grove (X =1,751,569.8 m, Y = 5,435,868.8 m)and extending in a south easterly direction for 9 metres
Chorley Grove	No Stopping at all times	South western side, commencing from a point 41.1 metres south from the projected intersection of the northern kerb line of Te Kiteroa Grove with the south western kerb line of Chorley Grove (X =1,751,569.8 m, Y = 5,435,868.8 m)and extending in a south easterly direction for 9 metres

- z. Class restricted parking – Bus Stop (New) – Abilene Crescent – Churton Park (TR69-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Abilene Crescent	Bus Stop, at all times	North eastern side, commencing from a point 9 metres southeast from the

intersection of the eastern kerb line of Furlong Crescent with the north eastern kerb line of Abilene Crescent (X =1,751,149.6 m, Y = 5,436,407.5 m), and extending in a south easterly direction for 15 metres

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

Column One	Column Two	Column Three
Abilene Crescent	No Stopping at all times	North eastern side, commencing at the point of the intersection of the eastern kerb line of Furlong Crescent with the north eastern kerb line of Abilene Crescent (X =1,751,149.6 m, Y = 5,436,407.5 m), and extending in a south easterly direction for 9 metres
Abilene Crescent	No Stopping at all times	North eastern side, commencing from a point 24 metres south east from the intersection of the eastern kerb line of Furlong Crescent with the north easterly kerb line of Abilene Crescent (X =1,751,149.6 m, Y = 5,436,407.5 m), and extending in a south easterly direction for 5.5 metres

- aa. Class restricted parking – Bus Stop (New) - Westchester Drive – Churton Park (TR70-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Westchester Drive	Bus Stop, at all times	North side, commencing 89 metres East North-east of its intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction

following the northern kerb line  
for 13 metres

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

Column One	Column Two	Column Three
Westchester Drive	No Stopping at all times	North side, commencing 80 metres East North-east of its intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction following the northern kerb line for 9 metres
Westchester Drive	No Stopping at all times	North side, commencing 102 metres East North-east of its intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction following the northern kerb line for 9 metres

- bb. Class restricted parking – Bus Stop (New) – Westchester Drive – Churton Park (TR70-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions  
Schedule

Column One	Column Two	Column Three
Westchester Drive	Bus Stop, at all times	North side, commencing 89 metres East North-east of its intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction following the northern kerb line for 13 metres

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

Column One	Column Two	Column Three
Westchester Drive	No Stopping at all times	North side, commencing 80 metres East North-east of its

Westchester Drive	No Stopping at all times	intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction following the northern kerb line for 9 metres North side, commencing 102 metres East North-east of its intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction following the northern kerb line for 9 metres
-------------------	--------------------------	---

- cc. Class restricted parking – Bus Stop (New) – Abilene Crescent – Churton Park (T71-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Abilene Crescent	Bus Stop, at all times	Western side, commencing from a point 23.3 metres north from the intersection of the southern kerb line of Trilids Lane with the western kerb line of Abilene Crescent (X =1,751,409.3m, Y = 5,436,407.3m), and extending in a northerly direction for 15 metres

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

Column One	Column Two	Column Three
Abilene Crescent	No Stopping at all times	Western side, commencing from a point 14.3 metres north from the intersection of the southern kerb line of Trilids Lane with the western kerb line of Abilene Crescent (X =1,751,409.3m, Y = 5,436,407.3m), and extending in a northerly direction for 9 metres
Abilene Crescent	No Stopping at all times	Western side, commencing



from a point 38.3 metres north from the intersection of the southern kerb line of Trilids Lane with the western kerb line of Abilene Crescent (X =1,751,409.3m, Y = 5,436,407.3m)and extending in a northerly direction for 9 metres

- dd. Class restricted parking – Bus Stop (New) – Westchester Drive –Churton Park (TR72-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Westchester Drive	Bus Stop, at all times	Western side, commencing from a point 30.3 metres northeast from the projected intersection of the northern kerb line of Halswater Drive with the western kerb line of Westchester Drive (X =1,751,178.2 m, Y = 5,436,748.6 m), and extending in a north-easterly direction for 15 metres

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

Column One	Column Two	Column Three
Westchester Drive	No Stopping at all times	Western side, commencing from a point 21.3 metres northeast from the projected intersection of the northern kerb line of Halswater Drive with the western kerb line of Westchester Drive (X =1,751,178.2 m, Y = 5,436,748.6 m), and extending in a north-easterly direction for 9 metres
Westchester Drive	No Stopping at all times	Western side, commencing from a point 45.3 metres northeast from the projected intersection of the northern kerb line of Halswater Drive with the western kerb line of

Westchester Drive (X =1,751,178.2 m, Y = 5,436,748.6 m), and extending in a north-easterly direction for 9 metres

- ee. Class restricted parking – Bus Stop (New) – Halswater Drive – Churton Park (TR74-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Halswater Drive	Bus Stop, at all times	Southern side, commencing from a point 57.7 metres west from the projected intersection of the western kerb line of Lakewood Avenue with the southern kerb line of Halswater Drive (X =1,751,406.1 m, Y = 5,436,665.9 m), and extending in a westerly direction for 15 metres

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

Column One	Column Two	Column Three
Halswater Drive	No Stopping at all times	Southern side, commencing from a point 48.7 metres west from the projected intersection of the western kerb line of Lakewood Avenue with the southern kerb line of Halswater Drive (X =1,751,406.1 m, Y = 5,436,665.9 m), and extending in a westerly direction for 9 metres
Halswater Drive	No Stopping at all times	Southern side, commencing from a point 72.7 metres west from the projected intersection of the western kerb line of Lakewood Avenue with the southern kerb line of Halswater Drive (X =1,751,406.1 m, Y = 5,436,665.9 m), and extending in a westerly direction for 9 metres

- ff. Class restricted parking – Bus Stop (New) – Furlong Crescent – Churton Park

(TR75-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Furlong Crescent	Bus Stop, at all times	Eastern side, commencing from a point 21.5 metres south from the intersection of the northern kerb line of Edington Grove with eastern kerb line of Furlong Crescent (X =1,750,876.9 m, Y = 5,436,371.5 m) and extending in a southerly direction for 15 metres

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

Column One	Column Two	Column Three
Furlong Crescent	No Stopping at all times	Eastern side, commencing from a point 15.5 metres south from the intersection of the northern kerb line of Edington Grove with eastern kerb line of Furlong Crescent (X =1,750,876.9 m, Y = 5,436,371.5 m) and extending in a southerly direction for 6 metres
Furlong Crescent	No Stopping at all times	Eastern side, commencing from a point 36.5 metres south from the intersection of the northern kerb line of Edington Grove with eastern kerb line of Furlong Crescent (X =1,750,876.9 m, Y = 5,436,371.5 m) and extending in a southerly direction for 9 metres

gg. Class restricted parking – Bus Stop (New) – Melksham Drive – Churton Park (TR76-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
------------	------------	--------------

Melksham Drive	Bus Stop, at all times	Eastern side, commencing from a point 65 metres south from the projected intersection of the northern kerb line of Mauldeth Terrace with the eastern kerb line of Melksham Drive (X =1,751,570.7 m, Y = 5,437,623.6 m), and extending in a southerly direction for 15 metres
----------------	------------------------	--

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

Column One	Column Two	Column Three
Melksham Drive	No Stopping at all times	Eastern side, commencing from a point 56 metres south from the projected intersection of the northern kerb line of Mauldeth Terrace with the eastern kerb line of Melksham Drive (X =1,751,570.7 m, Y = 5,437,623.6 m), and extending in a southerly direction for 9 metres
Melksham Drive	No Stopping at all times	Eastern side, commencing from a point 80 metres south from the projected intersection of the northern kerb line of Mauldeth Terrace with the eastern kerb line of Melksham Drive (X =1,751,570.7 m, Y = 5,437,623.6 m), and extending in a southerly direction for 9 metres

- hh. Class restricted parking – Bus Stop (New) – Melksham Drive – Churton Park (TR77-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Melksham Drive	Bus Stop, at all times	Western side, commencing from a point 53 metres north from the projected intersection of the northern kerb line of Mauldeth Terrace with the western kerb line of Melksham Drive (X =1,751,562 m, Y =

5,437,627,8 m), and extending in a northerly direction for 15 metres

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

Column One	Column Two	Column Three
Melksham Drive	No Stopping at all times	Western side, commencing from a point 44 metres north from the projected intersection of the northern kerb line of Mauldeth Terrace with the western kerb line of Melksham Drive (X =1,751,562 m, Y = 5,437,627,8 m), and extending in a northerly direction for 9 metres
Melksham Drive	No Stopping at all times	Western side, commencing from a point 68 metres north from the projected intersection of the northern kerb line of Mauldeth Terrace with the western kerb line of Melksham Drive (X =1,751,562 m, Y = 5,437,627,8 m), and extending in a northerly direction for 9 metres

ii. Bike Parking Corral – Garrett Street – Te Aro (TR79-16)

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

Column One	Column Two	Column Three
Garrett 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 69 metres from its intersection with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerblines for 23.5 metres. (4 parallel parking space)

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Garrett Street	Parking place in the form of bicycles only parking –	Southwest side, commencing 69 metres from its intersection

at all times

with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerbline for 6.0 metres.

Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Garrett 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 75.0 metres from its intersection with Cuba Street (Grid coordinates x= 1748579.9 m, y= 5427137.4 m), and extending in a north-westerly direction following the kerbline for 17.5 metres. (3 parallel parking space)

**Carried**

Secretarial Note: The following Traffic Resolution recommendations of the officer's report were removed and not adopted by the Committee:

- m. No stopping at all times – Roseneath Terrace – Roseneath (TR55-16).
- jj. Shared pedestrian and cycle path around the Basin Reserve - Rugby Street, Sussex Street, Buckle Street, Ellice Street and Dufferin Street – Mt Cook (TR80-16).

### **Attachments**

2 Item 2.5 Traffic Resolutions

The meeting adjourned at 12:15 pm for lunch.

Members present when the meeting reconvened at 12:50 pm were Councillor Eagle, Councillor Foster, Councillor Free, Councillor Lee, Councillor Pannett, Councillor Ritchie, Councillor Sparrow, Councillor Woolf and Councillor Young.

## **2.4 Wellington City - Urban Cycleways Programme**

(Councillor Lester returned to the meeting at 12:54 pm.)

**Moved Councillor Foster, seconded Councillor Pannett**

### **Recommendations**

That the Transport and Urban Development Committee:

1. Receive the information.
2. Note the New Zealand Transport Agency (NZTA) commissioned Morrison Low report on Wellington's Urban Cycleways Programme.
3. Agree that officers proceed with actions listed and report back to Committee on 11 August 2016.

**Moved Councillor Lester, seconded Councillor Eagle**, the following amendment:  
That the Transport and Urban Development Committee:

4. **Agree that a refreshed programme consider the whole Southern route (ie. Berhampore and Newtown) and advancing the investment for a cycle route from Te Kopahou Reserve to the Airport as part of the Great Harbour Way cycle way route.**
5. **Agree that re-engagement with the Island Bay community commence as soon as practical and be community-led with the detailed engagement approach to be developed by representatives from the Island Bay Residents' Association, local businesses, Cycle Aware Wellington and interested stakeholders together with council and be ready for presentation to the September 2016 Transport and Urban Development Committee meeting.**
6. **Agree that any consultation regarding changes to the cycle way in Island Bay take as long as necessary to get a suitable outcome and include a full range of options, including the status quo and original designs.**

(Mayor Wade-Brown returned to the meeting at 01:13 pm.)  
(Councillor Marsh returned to the meeting at 01:23 pm.)

A division was called for, voting on which was as follows:

**For:**

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

**Against:**

Majority Vote: 13:0

Carried

**Moved Councillor Coughlan, seconded Mayor Wade-Brown**, the following foreshadowed amendment:

That the Transport and Urban Development Committee:

- 7. Agree that a cycleway along Cobham Drive and around the bays to Ngauranga from Miramar, as part of the Great Harbour Way ie. an iconic harbour side cycleway, is considered as part of the refreshed programme.**

A division was called for, voting on which was as follows:

**For:**

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

**Against:**

Majority Vote: 13:0

Carried

**Moved Councillor Foster, seconded Councillor Pannett**

**Resolved**

That the Transport and Urban Development Committee:

1. Receive the information.
2. Note the New Zealand Transport Agency (NZTA) commissioned Morrison Low report on Wellington's Urban Cycleways Programme.
3. Agree that officers proceed with actions listed and report back to Committee on 11 August 2016.
4. Agree that a refreshed programme consider the whole Southern route (ie. Berhampore and Newtown) and advancing the investment for a cycle route from Te Kopahou Reserve to the Airport as part of the Great Harbour Way cycle way route.
5. Agree that re-engagement with the Island Bay community commence as soon as practical and be community-led with the detailed engagement approach to be developed by representatives from the Island Bay Residents' Association, local businesses, Cycle Aware Wellington and interested stakeholders together with council and be ready for presentation to the September 2016 Transport and Urban Development Committee meeting.
6. Agree that any consultation regarding changes to the cycle way in Island Bay take as



long as necessary to get a suitable outcome and include a full range of options, including the status quo and original designs.

7. Agree that a cycleway along Cobham Drive and around the bays to Ngauranga from Miramar, as part of the Great Harbour Way ie. an iconic harbour side cycleway, is considered as part of the refreshed programme.

A division was called for, voting on which was as follows:

**For:**

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

**Against:**

Majority Vote: 13:0

Carried

### 2.3 Post Construction Safety Audit - Island Bay Upgrade

**Moved Councillor Foster, seconded Councillor Free**

#### Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Note the findings of the independent MWH Island Bay Cycleway post Construction Safety Audit.
3. Note the findings of the Wilkie Consultants peer review.
4. Note the officers comments in the audit document as "Client decision".
5. Agree as a matter of priority residents are given an opportunity to have parking adjacent to their driveway adjusted and/or reduced to improve their visibility.

**Moved Councillor Eagle, seconded Councillor Marsh**, the following amendment:

That the Transport and Urban Development Committee:

6. **Agree that parking should only be removed following the consultation of all affected neighbours.**

Carried

**Moved Councillor Foster, seconded Councillor Free**

**Resolved**

That the Transport and Urban Development Committee:

1. Receive the information.
2. Note the findings of the independent MWH Island Bay Cycleway post Construction Safety Audit.
3. Note the findings of the Wilkie Consultants peer review.
4. Note the officers comments in the audit document as “Client decision”.
5. Agree as a matter of priority residents are given an opportunity to have parking adjacent to their driveway adjusted and/or reduced to improve their visibility.
6. Agree that parking should only be removed following the consultation of all affected neighbours.

Carried

(Councillor Ritchie left the meeting at 02:42 pm.)

(Councillor Woolf left the meeting at 02:42 pm.)

**2.1 Proposed National Policy Statement on Urban Development Capacity**

(Councillor Ritchie returned to the meeting at 02:45 pm.)

(Councillor Woolf returned to the meeting at 02:46 pm.)

**Moved Councillor Foster, seconded Councillor Lee**

**Recommendations**

That the Transport and Urban Development Committee:

1. Receive the paper.
2. Agree to the submission appended to the officer’s report on the proposed National Policy Statement on Urban Development Capacity.
3. Delegate to the Chair of the Transport and Urban Development Committee and the Chief Executive, the ability to approve any minor editorial changes to the submission.

**Moved Councillor Pannett, seconded Councillor Free, the following amendment:**

That the Transport and Urban Development Committee:

2. Agree to the submission appended to the officer’s report on the proposed National Policy Statement on Urban Development Capacity **with the following amendments:**
  - a. **That environmental wellbeing should be considered along social and cultural and economic wellbeing in the National Policy Statement.**

- b. That in considering where more housing should be built that Councils should recognise the reality of climate change and proactively plan for it
- c. That there is a recognition that the issue of supplying more housing is a complex issue which will require multiple interventions and should not just rely on changes to council processes.
- d. That the timeframe for the policy should be fifty years, not thirty years.
- e. Restate our commitment to urban containment within Wellington City boundaries.

Carried

(Councillor Lester left the meeting at 02:56 pm.)  
(Councillor Coughlan left the meeting at 02:56 pm.)  
(Councillor Eagle left the meeting at 02:57 pm.)

**Moved Councillor Ritchie, seconded Councillor Sparrow**, the following amendment:  
That the Transport and Urban Development Committee:

3. **Agree that the National Policy Statement recognise the important role that Wellington City Council and local government can, does and must play in the provision of social housing.**
4. **Agree that the National Policy Statement recognise the important role that central government can, does and must play in the provision of social housing.**
5. **Agree that the National Policy Statement include a requirement for central and local government to prepare Housing and Business land assessments to include provision and need for 'social' housing.**

Carried

**Moved Councillor Foster, seconded Councillor Lee**

**Resolved**

That the Transport and Urban Development Committee:

1. Receive the paper.
2. Agree to the submission appended to the officer's report on the proposed National Policy Statement on Urban Development Capacity with the following amendments:
  - a. That environmental wellbeing should be considered along social and cultural and economic wellbeing in the National Policy Statement.
  - b. That in considering where more housing should be built that Councils should recognise the reality of climate change and proactively plan for it
  - c. That there is a recognition that the issue of supplying more housing is a complex issue which will require multiple interventions and should not just rely on changes to council processes.
  - d. That the timeframe for the policy should be fifty years, not thirty years.
  - e. Restate our commitment to urban containment within Wellington City boundaries.
3. Delegate to the Chair of the Transport and Urban Development Committee and the Chief Executive, the ability to approve any minor editorial changes to the submission.
4. Agree that the National Policy Statement recognise the important role that Wellington

City Council and local government can, does and must play in the provision of social housing.

5. Agree that the National Policy Statement recognise the important role that central government can, does and must play in the provision of social housing.
6. Agree that the National Policy Statement include a requirement for central and local government to prepare Housing and Business land assessments to include provision and need for 'social' housing.

Carried

## 2.2 Car Share Policy

(Mayor Wade-Brown left the meeting at 02:58 pm.)

(Mayor Wade-Brown returned to the meeting at 02:59 pm.)

(Councillor Coughlan returned to the meeting at 03:08 pm.)

**Moved Councillor Foster, seconded Councillor Lee**

**Resolved**

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree to recommend to Council that it adopt the Car Share Policy, Attachment 1, including the provision of a full subsidy for on-street car parks in the CBD for the exclusive use of all authorised car share provider applicants who meet Council criteria.
3. Agree to continue the current pilot allocation of an on-street car park to Cityhop, Roam and YourDrive. If the policy is approved, arrangements will be made to make a longer term allocation, for a period of two years, after which the provision of the car park will be reviewed.

Carried

## 2.7 Forward Programme - August 2016 to September 2016

**Moved Councillor Foster, seconded Mayor Wade-Brown, amended Officer's recommendations**

**Resolved**

That the Transport and Urban Development Committee:

1. Receive the information, **with the following reports to be added:**
  - **The Hutt Road Cycleway,**
  - **Cycling Programme,**

- **Eastern Suburbs Cycleway.**

Carried

**Attachments**

3 Item 2.7 Forward Programme

The meeting concluded at 3:12 pm.

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