
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

MINUTES

Time: 9:15 am
Date: Thursday, 19 May 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 Sparrow
Councillor Swain (Greater Wellington Regional Council)
Councillor Woolf
Councillor Young

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1 Meeting Conduct

1.1 Apologies

Moved Councillor Foster, seconded Councillor Eagle

Resolved

That the Transport and Urban Development Committee:

1. Accept the apologies received from Councillor Ahipene-Mercer and Councillor Ritchie for absence, and
2. Mayor Wade Brown, Councillor Lee and Councillor Marsh for lateness; and
3. Mayor Wade-Brown for early departure.

Carried

1.2 Conflict of Interest Declarations

Nil

1.3 Confirmation of Minutes

Moved Councillor Foster, seconded Councillor Sparrow

Resolved

That the Transport and Urban Development Committee:

1. Approve the minutes of the Transport and Urban Development Committee Meeting held on 4 May 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 and Mike Mellor, Living Streets Aotearoa

Ellen Blake and Mike Mellor, Living Streets Aotearoa addressed the Committee around Report 2.4 Hutt Road Cycleway and Transport Improvements.

(Councillor Free joined the meeting at 09:21 am.)

1.4.2 Jeff Owens, Khandallah Residents Group

Jeff Owens, Khandallah Residents Group addressed the Committee around Report 2.4 Hutt Road Cycleway and Transport Improvements.

Attachments

1 Jeff Owens | Khandallah Residents Group

1.4.3 Diane Calvert

Diane Calvert addressed the Committee around Report 2.4 Hutt Road Cycleway and Transport Improvements.

(Mayor Wade-Brown joined the meeting at 09:44 am.)

1.4.4 Timon Bakker, Hutt Cycle Network and Ron Beernink, Cycle Aware Wellington and both on behalf of Cycle Action Network

Timon Bakker, Hutt Cycle Network and Ron Beernink, Cycle Aware Wellington and both on behalf of Cycle Action Network addressed the Committee around Report 2.4 Hutt Road Cycleway and Transport Improvements.

1.5 Items not on the Agenda

Nil

2. General Business

2.1 Oral Presentation | NZ Bus | Introduction of the Wrightspeed Electric Vehicle Technology

(Councillor Marsh returned to the meeting at 10:03 am.)
(Councillor Pannett left the meeting at 10:03 am.)
(Councillor Pannett returned to the meeting at 10:10 am.)

Moved Councillor Foster, seconded Councillor Lester

Resolved

That the Transport and Urban Development Committee:

1. Receive the information.

Carried

Attachments

- 1 Introduction of Electric Vehicles of NZ Bus

(Councillor Free left the meeting at 10:34 am.)
(Councillor Coughlan left the meeting at 10:34 am.)

2.3 Oral Update - Councillor Swain, Greater Wellington Regional Council

(Councillor Free returned to the meeting at 10:35 am.)
(Councillor Eagle left the meeting at 10:35 am.)
(Councillor Marsh left the meeting at 10:38 am.)
(Councillor Coughlan returned to the meeting at 10:40 am.)
(Councillor Marsh returned to the meeting at 10:41 am.)
(Councillor Eagle returned to the meeting at 10:47 am.)

Moved Councillor Foster, seconded Councillor Marsh

Resolved

That the Transport and Urban Development Committee:

1. Receive the information.

Carried

The meeting adjourned for morning tea at 10:50 am.

Members present when the meeting reconvened at 11:08 am were Mayor Wade-Brown, Councillor Coughlan, Councillor Eagle, Councillor Foster, Councillor Free, Councillor Lee, Councillor Marsh, Councillor Pannett, Councillor Peck, Councillor Sparrow, Councillor Swain, Councillor Woolf and Councillor Young.

2.4 Hutt Road Cycleway and Transport Improvements

(Mayor Wade-Brown left the meeting at 12:27 pm.)
(Councillor Swain (Greater Wellington Regional Council) left the meeting at 12:31 pm.)
(Councillor Swain (Greater Wellington Regional Council) returned to the meeting at 12:40 pm.)

Moved Councillor Foster, seconded Councillor Peck, the following motion:

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree to the phased implementation of transport improvements to the Hutt Road as described in this report as specifically referred to in paragraphs 24(a) and to 24(q).
3. Agree to pursue the creation of a harbour-side facility between Ngauranga and Aotea Quay.
4. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a. Delete from Schedule A (Time Limited), Schedule B (Class Restricted), Schedule C (Direction), Schedule D (No Stopping), Schedule G (Give Way & Stop), Schedule H (Pedestrian Crossings), and Schedule I (Cycle Lanes) of the Traffic Restrictions Schedules

Column One	Column Two	Column Three
Hutt Road	No Stopping – At All Times	Both sides, commencing its intersection with the Aotea Quay off/off-ramps and extending in a northerly direction to its intersection with Onslow Road.
Hutt Road	No Stopping – At All Times	East side, commencing 873 metres north of its intersection with Kaiwharawhara Road and extending in a southerly direction following the eastern kerbline to its intersection with Kaiwharawhara Road.
School Road	Give Way	East side, at the intersection with Hutt Road.

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

Column One	Column Two	Column Three
Hutt Road	Bus stop	East side, commencing 94.3 metres south of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1749870.1m, y= 5430732.5m) and extending in a southerly direction for 30 metres.
Hutt Road	Bus stop	West side, commencing 55.3 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1749963.7m, y= 5430871.1m) and extending in a northerly direction for 30 metres.
Hutt Road	Bus stop	East side, commencing 694.4 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750461.5m, y= 5431272.0m) and extending in a northerly direction for 30 metres.
Hutt Road	Bus stop	West side, commencing 773.8 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750519.0m, y= 5431320.6m) and extending in a northerly direction for 25 metres.
Hutt Road	Bus stop	East side, commencing 98.4 metres south of its intersection with Jarden Mile, (Grid coordinates x= 1751868.7m, y= 5432120.6m) and extending in a southerly direction for 30 metres.
Hutt Road	Bus stop	West side, commencing 42.0 metres south of its intersection with Jarden Mile, (Grid coordinates x= 1751884.9m, y= 5432171.1m) and extending in a southerly direction for 30 metres.

c. Add to Schedule A (Time Limits) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
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Hutt Road	P10 Monday to Friday 7:30am to 9:30am & 4pm to 6pm	East side, commencing 464.9 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750281.2m, y= 5431131.6m) and extending in a northerly direction for 54 metres.
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d. Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Hutt Road	No stopping at all times	East side, commencing 128.4 metres south of its intersection with Jarden Mile, (Grid coordinates x= 1751847.3m, y= 5432099.4m) and extending in a southerly direction for 1492.8 metres.
Hutt Road	No stopping at all times	East side, commencing 1651.2 metres south of its intersection with Jarden Mile, (Grid coordinates x= 1750461.7m, 5431266.9m) and extending in a southerly direction for 180.0metres.
Hutt Road	No stopping at all times	East side, commencing 1885.2 metres south of its intersection with Jarden Mile, (Grid coordinates x= 1750278.8m, 5431135.1m) and extending in a southerly direction to its intersection with Kaiwharawhara Road.
Hutt Road	No stopping at all times	East side, commencing at its intersection with Kaiwharawhara Road, (Grid coordinates x= 1749930.2m, y= 5430804.9m) and extending in a southerly direction for 94.3 metres.
Hutt Road	No stopping at all times	East side, commencing 124.3 metres south of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1749848.9m, y=5430712.1m) and extending in a southerly direction to its intersection with Aotea Quay On-Ramp.
Hutt Road	No stopping at all times	West side, commencing 60 metres south of its intersection with Jarden Mile (Grid coordinates x= 1751866.5m, 5432150.3m) and extending in a southerly direction to its intersection with Onslow Road.
Hutt Road	No stopping at all times	West side, commencing 33 metres south of its intersection with Jarden Mile (Grid coordinates x=1751883.5m, y=5432184.6m) and extending in a northerly direction to is intersection with Jarden Mile.
Hutt Road	No Stopping – At All Times	West side, commencing at its intersection with the Aotea Quay off-ramp and extending in a northerly direction to its intersection with Onslow Road.

- e. Add to Schedule G (Give Way and Stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
School Road	Stop	West side, at the intersection with Hutt Road (Grid coordinates x= 1749883.1m, y= 5430785.2m).
Westminster Street	Stop	East side, at its intersection with Hutt Road (Grid coordinates x= 1750000.3m, y= 5430878.9m).

- f. Add to Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Hutt Road	Pedestrian Crossing	West side commencing 4m south of its intersection with Jarden Mile (Grid coordinates x= 1751902.3m, y= 5432200.8m).

Moved Councillor Foster, seconded Councillor Pannett, the following amendments:

That the Transport and Urban Development Committee:

2. Agree to the phased implementation of transport improvements to the Hutt Road as described in this report as specifically referred to in paragraphs 28(a) to 28(q) **as follows:**

“28. The phased implementation approach (for the project as consulted upon) then becomes:

Immediate – no trigger points

- a. Remove and relocate the light poles and other infrastructure from the current shared path
- b. Modify the existing bus stop adjacent to Placemakers as proposed to enable buses to stop without affecting through traffic
- c. Remove the southbound bus stop north of Westminster Street
- d. Remove the southbound bus stop on Kaiwharawhara Road near the intersection with Hutt Road
- e. Install a new southbound bus stop free of through traffic south of the intersection of Kaiwharawhara Road
- f. Provide up to nine short-stay on-street car parks adjacent to iKids and Early Years Childcare Centre
- g. Widen the Kaiwharawhara Stream shared path bridge
- h. Resume the road corridor in the space that is currently part of the Spotlight car park to improve the shared path width in this location
- i. **Request officers to investigate integrating egress from the Spotlight site into the existing traffic light controlled intersection at Hutt Road – Kaiwharawhara Road”**

- j.i. Improve the surface condition of the shared path between the Caltex Fuel Stop and Aotea Quay
- k.j. Investigate, design and implement **safety and** speed controls at business egress points where it is beneficial to do so **including investigation of active advance warning signs**
- l.k. Investigate demand and alternative options for current shared path car parking, including but not limited to options around the Ngauranga Train Station
- m.l. Consider narrowing vehicle lanes to provide wider shoulders for on-road cyclists either side of the Hutt Road and implement if beneficial
- n.m. Traffic signal improvements at Ngauranga, including improvements for buses and pedestrians
- o. Agree to removal or rearrangement of particularly hazardous or obstructive parking particularly where it obstructs visibility of and from business entrances.**

Short/Medium – subject to completion of l. above

- p.n. Relocate shared path car parking to alternative off-road locations; or
- q.o. Create southbound clearway for restricted on-road parking in off-peak periods.

When the Petone to Ngauranga cycleway improvement is consented and fully funded

- r.p. Implement improvements to the cycleway between Caltex and Ngauranga

When the southbound motorway capacity and port access to the ferry terminals is improved (An additional trigger point will be also providing for enhanced bus priority through Thorndon Quay).

- q.— Implement improved bus priority.”

- s. Agree that further work needs to be done to deliver bus priority on Hutt Road, alongside bus and cycleway planning for Thorndon Quay, in advance of the implementation of the new Greater Wellington bus network in early 2018, noting that priority may also be given to other vehicle classes for example freight and high occupancy vehicles.**
3. Agrees to pursue the **Reconfirms Council’s medium term aspiration to the** creation of a harbour-side facility between Ngauranga and Aotea Quay **noting that this does not meet the travel needs of people from Khandallah and Ngaio, will be expensive, and is reliant on decisions on a range of other larger projects which Council is engaged with including likely changes to Port access, Interisland line area layout, and southbound motorway capacity and resilience.**

Moved Councillor Woolf, seconded Councillor Free, the following amendment New 4.:

That the Transport and Urban Development Committee:

- 4. Note that consideration for future stages of the Hutt Road Cycleway, including the parking review and possible options including bus prioritisation, along with a detailed engagement plan, will be presented to the Committee for endorsement**

prior to any further implementation beyond Stage 1 works.

Carried

The meeting adjourned for lunch at 01:05 pm.

Members present when the meeting reconvened at 01:37 pm were Mayor Wade-Brown, Councillor Eagle, Councillor Foster, Councillor Free, Councillor Lester, Councillor Marsh, Councillor Pannett, Councillor Peck, Councillor Swain, Councillor Woolf and Councillor Young.

Moved Councillor Young, seconded Councillor Marsh, the following amendment, New 6. and 7.:

(Councillor Free left the meeting at 01:50 pm.)
(Councillor Free returned to the meeting at 01:53 pm.)
(Councillor Coughlan returned to the meeting at 02:15 pm.)

That the Transport and Urban Development Committee:

- 6. Agree to expedite discussions between NZTA and other key stake holders to determine an additional off road cycle-way design from Ngauranga to the City, (with a view to completing an iconic off road cycleway from Petone to Miramar), including the associated timing and costs, and that options for alternative designs, timings and costs are received by this Committee, as a matter of priority, to inform current program and Urban Cycle Way Fund spending priorities.**

Carried

- 7. Agree to commence more detailed investigations of the Great Harbour Way section along Oriental Bay to the Eastern Suburbs with a view to securing Government funding by 2018 as per the requirements of the Urban Cycleway Fund, including how the current program could be adjusted to achieve this, and that this is also presented to Committee also as a matter of priority.**

Carried

Moved Mayor Wade-Brown, seconded Councillor Lee, the following amendment, New 8., 9.,10. and 11.:

That the Transport and Urban Development Committee:

- 8. Request NZTA to explore the legal definitions and enforcement issues involved in a combined bus, freight and multi-occupant vehicle priority lane.**
- 9. Request officers work with NZTA, GWRC and Kiwirail to explore development opportunities adjacent to Ngauranga Station, including Park & Ride for both directions.**
- 10. Note the Port Access is a priority in the Regional Land Transport Plan and the current project planning includes consideration of walking and cycling access**

and encourage all agencies to enable the Ngauranga to City part of the Great Harbour Way.

11. Agree that Council regards the whole GHW through from Pencarrow to Owhiro Bay as an important project for commuting, local recreation and significant tourism opportunities.

Accepted by leave of the meeting

Minutes notes: The substantive motion was taken in parts in the following order:

- Recommendation 1.
- Recommendations 5. a., b., c., d. and e.
- Recommendations 2 to 4, 5. f. and 6 to 11.

The substantive motion was CARRIED. For clarity, the substantive motion below were reordered from 1-11 accordingly.

Moved: Cr Foster Seconded: Cr Young, the following amended substantive motion:

That the Transport and Urban Development Committee:

Resolved

1. Receive the information.
2. Agree to the phased implementation of transport improvements to the Hutt Road as described in this report as specifically referred to in paragraphs 28(a) to 28(q) as follows:
 - “28. The phased implementation approach (for the project as consulted upon) then becomes:
 - Immediate – no trigger points*
 - a. Remove and relocate the light poles and other infrastructure from the current shared path
 - b. Modify the existing bus stop adjacent to Placemakers as proposed to enable buses to stop without affecting through traffic
 - c. Remove the southbound bus stop north of Westminster Street
 - d. Remove the southbound bus stop on Kaiwharawhara Road near the intersection with Hutt Road
 - e. Install a new southbound bus stop free of through traffic south of the intersection of Kaiwharawhara Road
 - f. Provide up to nine short-stay on-street car parks adjacent to iKids and Early Years Childcare Centre
 - g. Widen the Kaiwharawhara Stream shared path bridge
 - h. Resume the road corridor in the space that is currently part of the Spotlight car park to improve the shared path width in this location
 - i. Request officers to investigate integrating egress from the Spotlight site into the existing traffic light controlled intersection at Hutt Road – Kaiwharawhara Road”

- j. Improve the surface condition of the shared path between the Caltex Fuel Stop and Aotea Quay
- k. Investigate, design and implement safety and speed controls at business egress points where it is beneficial to do so including investigation of active advance warning signs
- l. Investigate demand and alternative options for current shared path car parking, including but not limited to options around the Ngauranga Train Station
- m. Consider narrowing vehicle lanes to provide wider shoulders for on-road cyclists either side of the Hutt Road and implement if beneficial
- n. Traffic signal improvements at Ngauranga, including improvements for buses and pedestrians
- o. Agree to removal or rearrangement of particularly hazardous or obstructive parking particularly where it obstructs visibility of and from business entrances.

Short/Medium – subject to completion of l. above

- p. Relocate shared path car parking to alternative off-road locations; or
- q. Create southbound clearway for restricted on-road parking in off-peak periods.

When the Petone to Ngauranga cycleway improvement is consented and fully funded

- r. Implement improvements to the cycleway between Caltex and Ngauranga
 - s. Agree that further work needs to be done to deliver bus priority on Hutt Road, alongside bus and cycleway planning for Thorndon Quay, in advance of the implementation of the new Greater Wellington bus network in early 2018, noting that priority may also be given to other vehicle classes for example freight and high occupancy vehicles.
3. Reconfirm Council's medium term aspiration to the creation of a harbour-side facility between Ngauranga and Aotea Quay noting that this does not meet the travel needs of people from Khandallah and Ngaio, will be expensive, and is reliant on decisions on a range of other larger projects which Council is engaged with including likely changes to Port access, Interisland line area layout, and southbound motorway capacity and resilience.
 4. Note that consideration for future stages of the Hutt Road Cycleway, including the parking review and possible options including bus prioritisation, along with a detailed engagement plan, will be presented to the Committee for endorsement prior to any further implementation beyond Stage 1 works.
 5. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a. Delete from Schedule A (Time Limited), Schedule B (Class Restricted), Schedule C (Direction), Schedule D (No Stopping), Schedule G (Give Way & Stop), Schedule H (Pedestrian Crossings), and Schedule I (Cycle Lanes) of the Traffic Restrictions Schedules

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Hutt Road	No Stopping – At All Times	northerly direction to its intersection with Onslow Road. East side, commencing 873 metres north of its intersection with Kaiwharawhara Road and extending in a southerly direction following the eastern kerbline to its intersection with Kaiwharawhara Road.
School Road	Give Way	East side, at the intersection with Hutt Road.

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

Column One	Column Two	Column Three
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Hutt Road	Bus stop	West side, commencing 55.3 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1749963.7m, y= 5430871.1m) and extending in a northerly direction for 30 metres.
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Hutt Road	Bus stop	West side, commencing 773.8 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750519.0m, y= 5431320.6m) and extending in a northerly direction for 25 metres.
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Hutt Road	Bus stop	West side, commencing 42.0 metres south of its intersection with Jarden Mile, (Grid coordinates x= 1751884.9m, y= 5432171.1m) and extending in a southerly direction for 30 metres.

c. Add to Schedule A (Time Limits) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Hutt Road	P10 Monday to Friday 7:30am to 9:30am & 4pm to 6pm	East side, commencing 464.9 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750281.2m, y= 5431131.6m) and extending in a northerly direction for 54

metres.

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

Column One	Column Two	Column Three
Hutt Road	No stopping at all times	East side, commencing 128.4 metres south of its intersection with Jarden Mile, (Grid coordinates x= 1751847.3m, y= 5432099.4m) and extending in a southerly direction for 1492.8 metres.
Hutt Road	No stopping at all times	East side, commencing 1651.2 metres south of its intersection with Jarden Mile, (Grid coordinates x= 1750461.7m, 5431266.9m) and extending in a southerly direction for 180.0metres.
Hutt Road	No stopping at all times	East side, commencing 1885.2 metres south of its intersection with Jarden Mile, (Grid coordinates x= 1750278.8m, 5431135.1m) and extending in a southerly direction to its intersection with Kaiwharawhara Road.
Hutt Road	No stopping at all times	East side, commencing at its intersection with Kaiwharawhara Road, (Grid coordinates x= 1749930.2m, y= 5430804.9m) and extending in a southerly direction for 94.3 metres.
Hutt Road	No stopping at all times	East side, commencing 124.3 metres south of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1749848.9m, y=5430712.1m) and extending in a southerly direction to its intersection with Aotea Quay On-Ramp.
Hutt Road	No stopping at all times	West side, commencing 60 metres south of its intersection with Jarden Mile (Grid coordinates x= 1751866.5m, 5432150.3m) and extending in a southerly direction to its intersection with Onslow Road.
Hutt Road	No stopping at all times	West side, commencing 33 metres south of its intersection with Jarden Mile (Grid coordinates x=1751883.5m, y=5432184.6m) and extending in a northerly direction to is intersection with Jarden Mile.
Hutt Road	No Stopping – At All Times	West side, commencing at its intersection with the Aotea Quay off-ramp and extending in a northerly direction to its intersection with Onslow Road.

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

Column One	Column Two	Column Three
School Road	Stop	West side, at the intersection with Hutt Road

Westminster Street	Stop	(Grid coordinates x= 1749883.1m, y= 5430785.2m). East side, at its intersection with Hutt Road (Grid coordinates x= 1750000.3m, y= 5430878.9m).
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- f. Add to Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Hutt Road	Pedestrian Crossing	West side commencing 4m south of its intersection with Jarden Mile (Grid coordinates x= 1751902.3m, y= 5432200.8m).

6. Agree to expedite discussions between NZTA and other key stake holders to determine an additional off road cycle-way design from Ngauranga to the City, (with a view to completing an iconic off road cycleway from Petone to Miramar), including the associated timing and costs, and that options for alternative designs, timings and costs are received by this Committee, as a matter of priority, to inform current program and Urban Cycle Way Fund spending priorities.
7. Agree to commence more detailed investigations of the Great Harbour Way section along Oriental Bay to the Eastern Suburbs with a view to securing Government funding by 2018 as per the requirements of the Urban Cycleway Fund, including how the current program could be adjusted to achieve this, and that this is also presented to Committee also as a matter of priority.
8. Request NZTA to explore the legal definitions and enforcement issues involved in a combined bus, freight and multi-occupant vehicle priority lane.
9. Request officers work with NZTA, GWRC and Kiwirail to explore development opportunities adjacent to Ngauranga Station, including Park & Ride for both directions.
10. Note the Port Access is a priority in the Regional Land Transport Plan and the current project planning includes consideration of walking and cycling access and encourage all agencies to enable the Ngauranga to City part of the Great Harbour Way.
11. Agree that Council regards the whole GHW through from Pencarrow to Owhiro Bay as an important project for commuting, local recreation and significant tourism opportunities.

Carried

Minutes notes: Pursuant to Standing Orders 3.18.5, Councillor Young requested her dissenting vote be recorded for motion 5.

The meeting adjourned for a short break at 02:45 pm.

Members present when the meeting reconvened at 02:50 am were Mayor Wade-Brown, Councillor Foster, Councillor Free, Councillor Lester, Councillor Marsh, Councillor Pannett, Councillor Peck, Councillor Swain, Councillor Woolf and Councillor Young.

2.2 Wellington Cable Car Ltd draft Statement of Intent 2016/17

(Mayor Wade-Brown left the meeting at 03:00 pm.)

Moved Councillor Foster, seconded Councillor Pannett

Resolved

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree that Wellington Cable Car Ltd be requested to include baseline forecasts including financial forecasts to 30 June 2016 in the final Statement of Intent.
3. Agree that Wellington Cable Car Ltd be requested to include its commitment to consider all opportunities to engage with Wellington Regional Economic Development Agency Ltd to support mutual performance objectives and outcomes.
4. Agree that the Statement of Intent for Wellington Cable Car Ltd should acknowledge its latest planning and tangible implications related to the decommissioning of the overhead trolley bus network where the company is able to signal the position with a reasonable level of certainty.
5. Agree that Council officers will work with the company to develop the final Statement of Intent for 2016/17 so as to address the items raised in this report and any further items raised by the committee.

Carried

2.5 Wellington Housing Accord Monitoring Report

Moved Councillor Foster, seconded Councillor Free

Resolved

That the Transport and Urban Development Committee:

1. Receive the information.

Carried

2.6 Forward Programme - June 2016 to September 2016

Moved Councillor Foster, seconded Councillor Pannett

Resolved

That the Transport and Urban Development Committee:

1. Receive the information and amended to include;

-
- a. Car Sharing confirmed on 30 June 2016 Meeting.
 - b. Built heritage confirmed in August 2016 Meeting.
 - c. Footpath Management Policy confirmed briefing in August 2016.

Carried

The meeting concluded at 03:25 pm.

Confirmed: _____
Chair