
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

MINUTES

Time: 9:30 am
Date: Thursday, 23 November 2017
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

PRESENT

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Foster
Councillor Free
Councillor Gilbert
Councillor Lee
Councillor Marsh
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Woolf
Councillor Young

TABLE OF CONTENTS
23 NOVEMBER 2017

Business	Page No.
1. Meeting Conduct	5
1.1 Apologies	5
1.2 Conflict of Interest Declarations	5
1.3 Confirmation of Minutes	5
1.4 Public Participation	6
1.5 Items not on the Agenda	5
2. Policy	6
2.1 Submission to the Remuneration Authority: local government review of longer term proposals	6
3. Operational	6
3.1 Proposed Lease of Council Land for Commercial Zipline - Southern Landfill	6
3.2 Deputy Mayoral Travel Report - Canberra	7
3.3 Hutt Road and Westminster Street - Kaiwharawhara	7
3.4 Central City Cycleways Traffic Resolutions	11
3.5 Resource Management Act Fees and Charges	23
3.6 Shed 3 Lease extension	23
3.7 Unbudgeted Expenditure - Circa Ground Lease Asbestos Remediation	23
3.8 Miramar Ave Cycleway Traffic Improvements (Phase 1)	23

1 Meeting Conduct

Councillor Calvi-Freeman delivered a mihi to open the meeting.

1.1 Apologies

Moved Councillor Pannett, seconded Councillor Gilberd

Resolved

That the City Strategy Committee:

1. Accept the apologies from Councillor Marsh for absence on Council business and Mayor Lester, Councillors Woolf, Lee and Calvert for early departure.

Carried

1.1 Conflict of Interest Declarations

There were no conflict of interest declarations.

1.2 Confirmation of Minutes

Moved Councillor Pannett, seconded Mayor Lester

Resolved

That the City Strategy Committee:

Approve the minutes of the City Strategy Committee Meeting held on 16 November 2017, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1.3 Public Participation

1.3.1 Mark O'Connor

Mark presented to the Committee regarding the Proposed Lease of Council Land for Commercial Zipline - Southern Landfill.

Attachments

- 1 Mark O'Connor - Proposed Lease of Council Land for Commercial Zipline - Southern Landfill

1.3.2 Mike Mellor

Mike presented to the Committee regarding Traffic Resolutions.

1.3.3 Ellen Blake, Living Street Aotearoa

Ellen presented to the Committee regarding Traffic Resolutions.

Attachments

2 Ellen Blake - Traffic Resolutions

(Councillor Calvert joined the meeting at 9.55am)

1. 4 Items not on the Agenda

There are no items not on the agenda.

Secretarial note: With the leave of the meeting, the Chairperson reordered item 3.1 to be taken first (Standing order 3.9.2).

3. Operational

3.1 Proposed Lease of Council Land for Commercial Zipline - Southern Landfill

Moved Councillor Gilberd, seconded Mayor Lester

Resolved

That the City Strategy Committee:

1. Receives the information.
2. Agrees to publicly notify the proposal to grant a new lease and / or licence to Wellington Zipline Adventures (**WZA**) for a commercial zipline operation on the Southern Landfill (50 Landfill Road, CFR WN21D/612, Lots 1 DP29398 and Lots 1 & 2 DP29742).
3. Notes that at the conclusion of the public notification, officers will submit a further report to CSC.
4. Notes that any proposed lease or licence will be subject to, among other things, all regulatory consents being obtained.

Carried unanimously

2. Policy

2.1 Submission to the Remuneration Authority: local government review of longer term proposals

Moved Mayor Lester, seconded Councillor Young

Resolved

That the City Strategy Committee:

1. Receive the information.
2. Agree to the attached feedback on Part Three of the Remuneration Authority's local government review consultation document.

Carried unanimously

3.2 Deputy Mayoral Travel Report - Canberra

Moved Councillor Day, seconded Councillor Gilbert

Resolved

That the City Strategy Committee:

1. Receive the information.

Carried

3.3 Hutt Road and Westminster Street - Kaiwharawhara

Moved Councillor Free, seconded Councillor Calvi-Freeman

Resolved

That the City Strategy Committee:

1. Receive the information.
2. Agrees to proceed with the introduction of on-road parking on the eastern side of the Hutt Road between Placemakers and Westminster Street, with a morning peak clearway between 7.00am and 9.30am.
3. Acknowledges that parking on the Hutt Road adjacent to Winger BMW and La Cloche is in an area that may be required in the future for traffic signal operations and will be reviewed and removed if deemed necessary.
4. Agrees to replace the existing shared path between Aotea Quay and Tinakori Road with dual paths for those travelling by foot and bike.
5. Acknowledges the requirements to uplift an encroachment of road reserve to accommodate the development of dual paths.
6. Approve the following amendments to the Traffic Restrictions, which formalises the outcomes visually identified in Attachment 1.
7. **Direct officers to work with relevant portfolio leaders to investigate relocating or removing the bus stop outside Guthrie Bowron, and to bring a traffic resolution back to Committee if appropriate.**

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

Column One	Column Two	Column Three
Hutt Road	<i>No Stopping – At All Times</i>	<i>East side, commencing 662 metres north of its intersection with Kaiwharawhara Road and extending in a southerly direction following the eastern kerbline to its intersection with Kaiwharawhara Road.</i>

Delete from Schedule A (Time Limits) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Hutt Road	<i>P10 Monday to Friday</i>	<i>East side, commencing 464.9 metres north of</i>

	7:30am to 9:30am & 4pm to 6pm	its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750281.2m, y= 5431131.6m) and extending in a northerly direction for 54 metres.
Westminster Street	P60 Monday to Friday, 8:00am - 6:00pm	South side, commencing 25.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 23 metres (8 angle parking)
Westminster Street	P60 Monday to Sunday, 8:00am - 6:00pm	North side, commencing 14.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 19 metres (7 angle parking)
Westminster Street	P60 Monday to Sunday, 8:00am - 6:00pm	North side, commencing 6.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 8 metres (3 angle parking)
Westminster Street	P60 Monday to Sunday, 8:00am - 6:00pm	North side, commencing 66.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in a southerly direction following the northern kerbline for 11.5 metres (4 angle parking)
Westminster Street	P60 Monday to Sunday, 8:00am - 6:00pm	South side, commencing 54.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 5.5 metres (2 angle parking)
Westminster Street	P60 Monday to Sunday, 8:00am - 6:00pm	South side, commencing 9 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 11.2 metres (4 angle parking)

<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Hutt Road	No stopping at all times	East side, commencing 577.8 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750364.0m, y=

		5431208.3m) and extending in a southerly direction for 58.9 metres.
Hutt Road	No stopping at all times	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 southerly direction for 33 metres.
Hutt Road	No stopping at all times	East side, commencing 396.1 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750227.4m, y= 5431088.7m) and extending in a northerly direction for 17.5 metres.
Hutt Road	No stopping at all times	East side, commencing 289.2 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750143.0m, y= 5431023.0m) and extending in a northerly direction for 17 metres.
Hutt Road	No stopping at all times	East side, commencing 214.4 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750085.6m, y= 5430975.1m) and extending in a northerly direction for 27 metres.
Hutt Road	No stopping at all times	East side, commencing at its intersection with Kaiwharawhara Road, (Grid coordinates x= 1749941.6m, y= 5430816.5m) and extending in a northerly direction for 130 metres.
Hutt Road	No stopping at all times	East side, commencing 147 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750036m, y= 5430928.1m) and extending in a northerly direction for 16.5 metres.
Hutt Road	No stopping at all times	East side, commencing 190 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750068.5m, y= 5430959.5m) and extending in a northerly direction for 10 metres.
Hutt Road	No stopping, 7am to 9.30am, Monday to Friday	East side, commencing 662 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750364.0m, y= 5431208.3m) and extending in a southerly direction for 143.1 metres.
Hutt Road	No stopping, 7am to 9.30am, Monday to Friday	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 southerly direction for 335 metres.

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	East side, commencing 464.9 metres north of its intersection with Kaiwharawhara Road,

	to 6pm	(Grid coordinates x= 1750281.2m, y= 5431131.6m) and extending in a northerly direction for 54 metres.
Westminster Street	P60 Monday to Friday, 9:00am - 6:00pm	South side, commencing 25.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 23 metres (8 angle parking)
Westminster Street	P60 Monday to Sunday, 9:00am - 6:00pm	North side, commencing 14.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 19 metres (7 angle parking)
Westminster Street	P60 Monday to Sunday, 9:00am - 6:00pm	North side, commencing 6.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 8 metres (3 angle parking)
Westminster Street	P60 Monday to Sunday, 9:00am - 6:00pm	North side, commencing 66.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in a southerly direction following the northern kerbline for 11.5 metres (4 angle parking)
Westminster Street	P60 Monday to Sunday, 9:00am - 6:00pm	South side, commencing 54.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 5.5 metres (2 angle parking)
Westminster Street	P60 Monday to Sunday, 9:00am - 6:00pm	South side, commencing 9 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 11.2 metres (4 angle parking)

<i>Add to Schedule A (Time Limits) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Hutt Road	Loading Zone Monday to Friday	East side, commencing 464.9 metres north of its intersection with Kaiwharawhara Road,

	9.30am to 6.00pm	(Grid coordinates x= 1750026m, y= 5430916m) and extending in a northerly direction for 6 metres.
Hutt Road	Loading Zone Monday to Friday 9.00am to 6.00pm	East side, commencing 10 metres north of its intersection with Sar Street, (Grid coordinates x= 1749287m, y= 5430108m) and extending in a northerly direction for 17 metres.

Carried unanimously

Moved Councillor Calvert, seconded Councillor Woolf the following amendment:

That the City Strategy Committee:

- Acknowledges that parking on the Hutt Road adjacent to Winger BMW and La Cloche may be introduced in the future if traffic flows permit following a twelve month review of the traffic signal operations.

Lost

Secretarial note: Pursuant to Standing Orders 3.18.5, Councillor Calvert and Councillor Woolf requested that their votes for the amendment be recorded.

The meeting adjourned for morning tea at 10.31am, members present when the meeting reconvened at 10.41am were Councillor Calvert, Councillor Calvi-Freeman, Councillor Dawson, Councillor Day, Councillor Foster, Councillor Free, Councillor Gilberd, Councillor Lee, Councillor Pannett, Councillor Sparrow, Councillor Woolf and Councillor Young.

3.4 Central City Cycleways Traffic Resolutions

Moved Councillor Free, seconded Councillor Calvi-Freeman

Resolved

That the City Strategy Committee:

- Receive the information.
- Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

a.	Featherston Street, between Bunny Street and Ballance Street (TR 119 – 17) Cycle lane -		
	Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Featherston Street	P120 Maximum, Monday to Thursday 8am-6pm, Friday 8am-6pm, Saturday and Sunday 8am- 6pm	West side, following the kerb line 39 metres north of its intersection with Whitmore Street (grid coordinates x= 1748925.9m, y=5428534.8m), extending in a northerly direction for 16 metres (six angle carparks)

	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Featherston Street	P120 Maximum, Monday to Thursday 8am-6pm, Friday 8am-8pm, Saturday and Sunday 8am-6pm	West side, following the kerb line 39 metres north of its intersection with Whitmore Street (grid coordinates x= 1748925.9m, y= 5428534.8m), and extending in a northerly direction for 13.3m (four angle car parks)
	Add to Schedule I (Cycle lane) of the Traffic Restrictions Schedule		
	Featherston Street	Cycle lane	Southbound, commencing at its intersection with Bunny Street (grid coordinates x= 1749002.2m, y=5428666.3m) extending in a southerly direction and terminating at its intersection with Balance Street.
b.	Post Office Square, between Customhouse Quay and Jervois Quay (TR 121 – 17) New cycle path -		
	Add to Schedule I (Cycle Path) of the Traffic Restrictions Schedule		
	Post Office Square	Cycle Path	Eastbound, commencing at its intersection with Customhouse Quay (grid coordinates x= 1748815.7m, y= 5428083.9m) extending in an easterly direction and terminating at its intersection with Jervois Quay
c.	Kent Terrace and Cambridge Terrace, Te Aro/Mt Victoria (TR 120-17) - New combined pedestrian/ cycle crossings and shared paths		
	Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Kent Terrace	P10 hours Maximum Monday to Thursday 8am-6pm , Friday 8am-8pm, Saturday and Sunday 8am-6pm	West side, commencing 256.5m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the kerb line for 16 metres (three parallel car parks)
	Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule		

	Kent Terrace	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	West side, commencing 250m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the western kerb line for 43.5m
	Kent Terrace	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	East side, commencing 250m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the eastern kerb line for 37.8m to its intersection with Ellice Street
	Kent Terrace	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	West side, commencing at the northern kerb line of Ellice Street at the Basin Reserve (grid coordinates x=1749091.5m, y=5426457.3m), and extending in a northerly direction for 52m, including the section of path directly adjacent to and leading to the signalised crossing at Cambridge Terrace
	Cambridge Terrace	Shared Path, Pedestrian priority, Cyclists must give way to pedestrians	East side, commencing 43m north of the kerb line of Buckle Street at the Basin Reserve (grid coordinates x= 1749100.9m, y=5426501.8m), and extending in a northerly direction for 19.1m, including the section of path directly adjacent and leading to the signalised crossing at Kent Terrace
	Ellice Street	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	North side, commencing from its intersection with Hania Street (grid coordinates x= 1749170.3m, y= 5426426.1m), and extending in a westerly direction following the kerb line for 58m to its intersection with Kent Terrace

Secretarial note:

Recommendation 2a Featherston Street carried unanimously
Recommendation 2b Post Office Square carried, Councillor Calvert, Councillor Dawson, Councillor Foster, Councillor Lee and Councillor Woolf voted against.

Recommendation 2c Kent and Cambridge Terrace carried, Councillor Calvert, Councillor Dawson and Councillor Woolf voted against.

Carried

Moved Councillor Pannett, seconded Councillor Gilbert the following amendment:

Resolved

3. Notes that:

- the Post Office Square cycle path will be demarcated to minimise pedestrian/cyclist conflict

we agree to ask New Zealand Transport Agency the lime chip pedestrian path at the Basin Reserve be asphalted and that we request it become a pedestrian only path and the existing footpath against the kerbline will be designated as a cyclepath in order to reduce conflict between cyclists and pedestrians.

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

For:

Mayor Lester
Councillor Calvi-Freeman
Councillor Day
Councillor Foster
Councillor Free
Councillor Gilbert
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Young

Against:

Councillor Calvert
Councillor Dawson
Councillor Lee
Councillor Woolf

Majority Vote: 9:4

Carried

Moved Councillor Free, seconded Councillor Calvi-Freeman the following substantive motion:

Resolved

That the City Strategy 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.
3. Notes that:
 - the Post Office Square cycle path will be demarcated to minimise pedestrian/cyclist conflict
 - we agree to ask New Zealand Transport Agency the lime chip pedestrian path at the Basin Reserve be asphalted and that we request it become a pedestrian only path and the existing footpath against the kerbline will be designated as a cyclepath in order to reduce conflict between cyclists and pedestrians.

a.	Featherston Street, between Bunny Street and Ballance Street (TR 119 – 17) Cycle lane -
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Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
Featherston Street	P120 Maximum, Monday to Thursday 8am-6pm, Friday 8am-6pm, Saturday and Sunday 8am- 6pm	West side, following the kerb line 39 metres north of its intersection with Whitmore Street (grid coordinates x= 1748925.9m, y=5428534.8m), extending in a northerly direction for 16 metres (six angle carparks)
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
Featherston Street	P120 Maximum, Monday to Thursday 8am-6pm, Friday 8am-8pm, Saturday and Sunday 8am-6pm	West side, following the kerb line 39 metres north of its intersection with Whitmore Street (grid coordinates x= 1748925.9m, y= 5428534.8m), and extending in a northerly direction for 13.3m (four angle car parks)
Add to Schedule I (Cycle lane) of the Traffic Restrictions Schedule		
Featherston Street	Cycle lane	Southbound, commencing at its intersection with Bunny Street (grid coordinates x= 1749002.2m, y=5428666.3m) extending in a southerly direction and terminating at its intersection with Balance Street.
b.	Post Office Square, between Customhouse Quay and Jervois Quay (TR 121 – 17) New cycle path -	
Add to Schedule I (Cycle Path) of the Traffic Restrictions Schedule		
Post Office Square	Cycle Path	Eastbound, commencing at its intersection with Customhouse Quay (grid coordinates x= 1748815.7m, y= 5428083.9m) extending in an easterly direction and terminating at its intersection with Jervois Quay
c.	Kent Terrace and Cambridge Terrace, Te Aro/Mt Victoria (TR 120-17) - New combined pedestrian/ cycle crossings and shared paths	
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
Kent Terrace	P10 hours Maximum Monday to Thursday 8am-	West side, commencing 256.5m south of its intersection

		6pm , Friday 8am-8pm, Saturday and Sunday 8am- 6pm	with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the kerb line for 16 metres (three parallel car parks)
Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule			
	Kent Terrace	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	West side, commencing 250m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the western kerb line for 43.5m
	Kent Terrace	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	East side, commencing 250m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the eastern kerb line for 37.8m to its intersection with Ellice Street
	Kent Terrace	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	West side, commencing at the northern kerb line of Ellice Street at the Basin Reserve (grid coordinates x=1749091.5m, y=5426457.3m), and extending in a northerly direction for 52m, including the section of path directly adjacent to and leading to the signalised crossing at Cambridge Terrace
	Cambridge Terrace	Shared Path, Pedestrian priority, Cyclists must give way to pedestrians	East side, commencing 43m north of the kerb line of Buckle Street at the Basin Reserve (grid coordinates x= 1749100.9m, y=5426501.8m), and extending in a northerly direction for 19.1m, including the section of path directly adjacent and leading to the signalised crossing at Kent Terrace
	Ellice Street	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	North side, commencing from its intersection with Hania Street (grid coordinates x= 1749170.3m, y= 5426426.1m),

			and extending in a westerly direction following the kerb line for 58m to its intersection with Kent Terrace
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Carried

3.7 Unbudgeted Expenditure - Circa Ground Lease Asbestos Remediation

Moved Councillor Foster, seconded Mayor Lester

Resolved

That the City Strategy Committee:

1. Receive the information.
2. Note the cost of removing the asbestos is unbudgeted.
3. Agree to approve up to \$200,000 of additional capital costs in the Waterfront Renewals activity which will be mitigated by savings from within the overall capex budget.

Carried unanimously

3.8 Miramar Ave Cycleway Traffic Improvements (Phase 1)

Resolved

That the City Strategy Committee:

1. Receive the information.
2. Agree to proceed with the cycleway project and associated parking and bus stop changes on Miramar Ave between Shelly Bay Road and Tauhinu Road.
3. Note that replacing the Miramar Ave/Tauhinu Road/Portsmouth Road roundabout with traffic signals is ultimately required for both the safety of people walking and people on bikes but that this will be further explored during phase two of the project.
4. Agree that the installation of new traffic signals at the intersection of Miramar Ave and Shelly Bay Road as part of the Shelly Bay redevelopment be undertaken as part of the works required for the cycleway.
5. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008 noting that Tauhinu Road has been removed as indicated.

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
Miramar Avenue	Bus Stop, at all times	North side, commencing 19 metres east of its intersection with Maupuia Road and extending in an easterly direction following the northern kerb line for 10 metres.

Miramar Avenue	Bus Stop, at all times	South side, commencing 14 metres west of its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line for 12 metres.
Maupuia Road	Bus Stop, at all times	West side, commencing 6 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 12 metres.
Maupuia Road	Bus Stop, at all times	East side, commencing 47 metres east of its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 12 metres.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
Miramar Avenue	Bus Stop, at all times	North side, commencing 20.5 metres east of its intersection with Maupuia Road and extending in an easterly direction following the northern kerb line for 15 metres.
Miramar Avenue	Bus Stop, at all times	South side, commencing 20 metres west of its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line for 15 metres.
Maupuia Road	Bus Stop, at all times	West side, commencing 18 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 16 metres.
Tauhinu Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 11 metres.
Maupuia Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 31 metres.
Maupuia Road	No Stopping, at all times	West side, commencing at its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 6 metres.
Maupuia Road	No Stopping, at all times	West side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 29.5 metres.

Maupuia Road	Bus Stop, at all times	East side, commencing 47 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 12 metres.

Add to Schedule I (Cycle Lane) of the Traffic Restrictions Schedule		
Miramar Avenue	Cycle path (Two-way)	Westbound and Eastbound, north side, between Tauhinu Road and Shelly Bay Road. line for 20.5 metres.
Miramar Avenue	No Stopping, at all times	North side, commencing from its intersection with Tauhinu Road and extending in a westerly direction following the northern kerb line for 19.5 metres.
Miramar Avenue	No Stopping, at all times	South side, commencing from its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line for 20 metres.
Miramar Avenue	No Stopping, at all times	South side, commencing 35 metres from its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line to its intersection with Cobham Drive.
Tauhinu Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 16 metres.
Maupuia Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 47 metres.
Maupuia Road	No Stopping, at all times	West side, commencing at its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 18 metres.

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Carried

Moved proforma Councillor Free, seconded Councillor Foster moved the following amendment:

Resolved

6. Agree that there are probable safety benefits and congestion reduction obtainable from installing traffic lights at Miramar Ave-Tauhinu Rd, and delegate to the Chief Executive and Portfolio Leader Public Transport, Walking and Cycling, the decision whether or not to install them, noting they may consider safety audit information and traffic modelling and undertake further information sharing with the local community in making that decision.

Carried

Moved Councillor Free, seconded Councillor Foster the following substantive motion:

Resolved

That the City Strategy Committee:

1. Receive the information.
2. Agree to proceed with the cycleway project and associated parking and bus stop changes on Miramar Ave between Shelly Bay Road and Tauhinu Road.
3. Note that replacing the Miramar Ave/Tauhinu Road/Portsmouth Road roundabout with traffic signals is ultimately required for both the safety of people walking and people on bikes but that this will be further explored during phase two of the project.
4. Agree that the installation of new traffic signals at the intersection of Miramar Ave and Shelly Bay Road as part of the Shelly Bay redevelopment be undertaken as part of the works required for the cycleway.
5. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008 noting that Tauhinu Road has been removed as indicated.
6. Agree that there are probable safety benefits and congestion reduction obtainable from installing traffic lights at Miramar Ave-Tauhinu Rd, and delegate to the Chief Executive and Portfolio Leader Public Transport, Walking and Cycling, the decision whether or not to install them, noting they may consider safety audit information and traffic modelling and undertake further information sharing with the local community in making that decision.

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
Miramar Avenue	Bus Stop, at all times	North side, commencing 19 metres east of its intersection with Maupuia Road and extending in an easterly direction following the northern kerb line for 10 metres.

Miramar Avenue	Bus Stop, at all times	South side, commencing 14 metres west of its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line for 12 metres.
Maupuia Road	Bus Stop, at all times	West side, commencing 6 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 12 metres.
Maupuia Road	Bus Stop, at all times	East side, commencing 47 metres east of its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 12 metres.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
Miramar Avenue	Bus Stop, at all times	North side, commencing 20.5 metres east of its intersection with Maupuia Road and extending in an easterly direction following the northern kerb line for 15 metres.
Miramar Avenue	Bus Stop, at all times	South side, commencing 20 metres west of its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line for 15 metres.
Maupuia Road	Bus Stop, at all times	West side, commencing 18 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 16 metres.
Tauhinu Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 11 metres.
Maupuia Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 31 metres.
Maupuia Road	No Stopping, at all times	West side, commencing at its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 6 metres.
Maupuia Road	No Stopping, at all times	West side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 29.5 metres.

Maupuia Road	Bus Stop, at all times	East side, commencing 47 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 12 metres.

Add to Schedule I (Cycle Lane) of the Traffic Restrictions Schedule		
Miramar Avenue	Cycle path (Two-way)	Westbound and Eastbound, north side, between Tauhinu Road and Shelly Bay Road. line for 20.5 metres.
Miramar Avenue	No Stopping, at all times	North side, commencing from its intersection with Tauhinu Road and extending in a westerly direction following the northern kerb line for 19.5 metres.
Miramar Avenue	No Stopping, at all times	South side, commencing from its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line for 20 metres.
Miramar Avenue	No Stopping, at all times	South side, commencing 35 metres from its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line to its intersection with Cobham Drive.
Tauhinu Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 16 metres.
Maupuia Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 47 metres.
Maupuia Road	No Stopping, at all times	West side, commencing at its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 18 metres.

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Carried

(Councillor Lee left the meeting at 11.05am)

(Councillor Calvert, Councillor Woolf and Mayor Lester left the meeting 11.10am)

3.5 Resource Management Act Fees and Charges

Moved Councillor Foster, seconded Councillor Pannett

Resolved

That the City Strategy Committee:

1. Receive the information.
2. Agree to propose introducing fees for processing Deemed Permitted Boundary Activities and Deemed Permitted Marginal or Temporary Activities (being two new consenting pathways for low complexity development applications) as set out in this paper; and
 - (i) to clarify that Existing Use Certificates will be charged at the same deposit rate of Certificates of Compliance (\$1,040**);
 - (ii) to approve the special consultative procedure attached as Appendix 1 to the report for consulting on the proposed fees;
 - (iii) to hear submissions and make decisions on the proposed fees; and
 - (iv) to rename the existing fast-track consenting pathway *premium consent* so as to distinguish it from the 'fast-track-consenting' pathway introduced through the Resource Legislation Amendment Act 2017.

***All figures in this report are GST inclusive*

Carried

3.6 Shed 3 Lease extension

Moved Councillor Foster, seconded Councillor Pannett

Resolved

That the City Strategy Committee:

1. Receive the information.
2. Agree to enter into a variation of the lease of the Shed 3 building which provides for an extension of the term (currently expiring on 31 December 2023) by ten years to 31 December 2033, once acceptable building specifications have been agreed to by Council officers and the construction of the premises has been completed.

Carried

The meeting concluded at 11.34am.

Confirmed: _____
Chair