
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

SUPPLEMENTARY AGENDA

Time: 9.30am
Date: Thursday, 8 June 2017
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

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3. Monitoring

2016/17 CAPITAL AND OPERATIONAL EXPENDITURE UPDATE

Purpose

1. This report is informing the Councillors of aspects of under delivery in our 2016/17 capital programme and changes to the 2016/17 funding for a limited number of projects as outlined in the attachment of this report.

Summary

2. The 2016/17 Annual Plan budget along with Council agreed amendments and a capital carry-forward resulted in planned capital expenditure for the current financial year of \$211.9 million, of which \$62.4 million is forecast to be underspent and at year end. Please see a full list of these projects in attachments.
3. There have also been a number of budgetary transfers and overspends, with suggested mitigations. Councillor informed changes are within the CE delegations, but are coming to this committee for transparency, prior to the Annual Report. Please see a full list of these projects and explanations in attachments.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Note the 2016/17 capital programme forecast underspends of \$62.4 million with potential to be carried forward for delivery in 2017/18 and subsequent years.
3. Note the 2016/17 capital programme funding changes of \$3.7 million as listed in attachments.

Background

4. At the end of each financial year officers review completion of the capital work programme and assess the likely timeframe for delivery of projects budgeted for that year, but not yet delivered. This 'carry-forward' process allows budgets for subsequent years to be amended to reflect the projects and related funding that have been deferred.
5. Before the 2017/18 Annual Plan is adopted assumptions as to the amount of spend moved from 2017/18 onwards will be made. This will be done to best represent the actual ability to deliver (spend) and not budget for an over optimistic programme. This is the current practice for the Council.
6. After the adoption of the 2017/18 Annual Plan by Council in June 2017, officers will come back to committee to confirm specific carry-forward projects and the impact they have on the 2017/18 programme.

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- 7. This approach may result in moving some of the 2017/18 budget out into subsequent years. The process to determine which projects are delayed will focus on deliverability and available resources, both externally and internally.

Attachments

- Attachment 1. 201617 Capital Carryforwards Page 6
- Attachment 2. 201617 Capital Overspends Page 8

Author	Brendan Eckert, Team Leader, Financial Strategy & Treasury
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SUPPORTING INFORMATION

Engagement and Consultation

Not applicable

Treaty of Waitangi considerations

Not applicable

Financial implications

The financial implications are presented in the attachment and body of this agenda item.

Policy and legislative implications

Not applicable

Risks / legal

Not applicable

Climate Change impact and considerations

Not applicable

Communications Plan

Not applicable

Health and Safety Impact considered

Not applicable

2016/17 Underspend and potential carry forwards

<i>Activity</i>	<i>Activity Description</i>	<i>16/17 Budget</i>	<i>Under Spend</i>	<i>Potential Carry forward</i>
2013	Water - Network renewals	9,902	1,586	
2020	Water - Reservoir upgrades	853	60	
2023	Wastewater - Network renewals	9,905	300	
2028	Stormwater - Network upgrades	4,281	800	
2011	Southern Landfill Improvement	1,215	632	(567)
2078	Road Surface Renewals	2,118	100	(100)
2079	Reseals	2,435	600	(130)
2080	Preseal Preparations	3,288	50	(50)
2081	Shape & Camber Correction	4,267	50	(50)
2082	Sumps Flood Mitigation	271	92	(92)
2088	Road Risk Mitigation	918	195	(195)
2094	Cycling Improvements	7,522	4,231	(4,231)
2095	Bus Priority Planning	1,402	729	(1,054)
2097	Pedestrian Network Renewals	3,848	600	(300)
2098	Walking Improvements	409	100	(100)
2101	Traffic & Street Signs	1,456	180	
2105	Minor Works Projects	1,014	300	
2106	Fences & Guardrails	624	100	(100)
2107	Safer Roads Projects	1,092	892	(340)
2109	Roadside Parking Improvements	556	60	(60)
2042	Arts Installation	27	9	(9)
2070	Central City Framework	5,178	2,554	(2,554)
2073	Suburban Centres upgrades	1,120	1,017	(1,017)
2074	Minor CBD Enhancements	124	30	(30)
2075	Urban Regeneration Projects	392	300	(300)
2110	One Council	5,214	1,759	(1,759)
2112	Information Management	901	487	(240)
2125	Legislative changes	103	74	

<i>Activity</i>	<i>Activity Description</i>	<i>16/17 Budget</i>	<i>Under Spend</i>	<i>Potential Carry forward</i>
2126	Business Unit Support	482	278	(117)
2111	Capital Replacement Fund	7,129	4,756	(4,756)
2117	Unscheduled infrastructure renewals	2,361	2,361	(2,361)
2118	Health & Safety - Legislation Compliance	299	100	(100)
2035	Wellington Venues renewals	2,507	1,410	(1,410)
2119	Civic Property renewals	3,469	2,503	(2,503)
2120	Commercial Properties renewals	11,974	450	(450)
2127	Office Resilience and Efficiency	5,332	4,400	(4,400)
2076	Earthquake Risk Mitigation	5,565	2,304	(2,304)
2059	Housing upgrades	19,646	4,137	(4,137)
2060	Housing renewals	5,920	2,018	(1,401)
2056	Central Library upgrades	347	275	(275)
2057	Branch Library upgrades	7,312	6,244	(6,244)
2007	Coastal - upgrades	1,052	420	(420)
2009	Town Belt & Reserves	268	100	(80)
2010	Walkways renewals	1,014	90	(90)
2044	Aquatic Facility renewals	1,853	960	(580)
2045	Sportsfields upgrades	980	100	(100)
2062	Burial & Cremations	696	78	(78)
2063	Public Convenience and pavilions	2,006	183	(183)
2068	Waterfront Renewals	2,814	575	(575)
2033	Zoo renewals	817	325	(325)
2034	Zoo upgrades	140	75	(75)
2040	Cable Car Precinct	43	43	(43)
2050	Basin Reserve	4,697	966	(966)
2067	Wgtn Waterfront Development	5,187	1,558	(1,558)
2128	Civic Campus Resilience and Improvements	512	500	(500)
2129	City Shaper - Convention Centre	5,252	4,727	(4,727)
2130	City Shaper - Film Museum	9,248	8,273	(8,273)
2000	Committee & Council Processes	116	30	(30)
2041	Te ara o nga tupuna - Maori heritage trails	60	20	(20)
	Total	211,868	64,182	(62,358)

Activity	Activity Description	16/17 Budget	Over Spend	Internal Mitigation	External mitigation	Unmitigated	Explanation
2016	Water - Network upgrades	1,368	385	385			The overspend for this project is related to upgrade works on Cecil and Rakau Roads, cost is similar to budget was budgeted in 2015/16. Mitigation from an underspend in Activity 2013 Water - Network Renewals.
2018	Water - Network renewals	485	565	565			There was an early indication to Council that additional funding would be required. Due to the November earthquake not all the transfer was required. Mitigation from an underspend in Activity 2013 Water - Network Renewals.
2029	Stormwater - Network renewals	3,339	500	500			Overspend related to Molesworth - Design changes required due to the amount of services not identified during the investigation. Additional stand down costs and redesign took place - resulted in increased construction costs. The Terrace - Construction exceeded budgets in 2015/16 and 2016/17 due to underestimates in Engineering Estimated costs. Mitigation from an underspend in Activity 2028 - Stormwater Network Upgrades.
2103	Street Lights	706	1,502	1,502			The overspend results from critical renewals of \$370k and \$100k for Oriental Parade Christmas lights with LED luminaires upgrade. Mitigation from an underspend in Activity 2079 - Reseals Second component of overspend for this activity has been requested to access the one year opportunity for 85% NZTA funding, this funding will be available in 2017/18, however there is a 3 month lead time on the procurement of these lamps. Requires an additional \$1m for this project, budget transfer for this will come from underspend in Activity 2101 - Traffic & Street Signs \$180k, Activity 2105 - Minor Works Projects \$300k & Activity 2107 - Safer Roads Projects \$552k.
2114	ICT Infrastructure	100	96	96			Overspend related to Buffer infrastructure required to reduce turnaround time to internal users in the event of premature failure. Overspend due to changing leases to assets Initial budget assumptions around operating leases was incorrect and financial leases have been entered, with spend switching from Opex to Capex. Mitigation from an underspend in Activity 2125 Legislative Changes \$74k & 2126 Business Unit Support \$22k
2116	Strategic Initiatives	361	384	384			Overspend relates to the Information review (archiving project). This was part of the wider Digital Continuity strategy and Archiving strategy. Decommissioning costs, with servers not being transferred to Dimension Data and for applications that were replaced by OneCouncil Replacement of the legacy Cityview application with the new version called OneMap Mitigation of this will be from an underspend in Activity 2112 Information Management \$247k & Activity 2126 Business Unit Support \$137k
2006	Botanic Garden	1,698	302	20	252	30	The overspend relates to External funding from the Friends of the Botanic Gardens of \$252k not being budgeted and this will offset most of the overspend Electrical power supply to the Botanic Garden needs to be replaced, as current supply doesn't meet requirements. Mitigation from an underspend in Activity 2009 Town Belt & Reserve Upgrades \$20k, shortfall of \$30k will be an unmitigated overspend

4. Operational

TRAFFIC RESOLUTIONS - ELECTRIC VEHICLES AND CAR SHARE

Purpose

1. Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:
 - 10 parking spaces will be for medium speed EV chargers; these will be available to any EV car user.
 - 3 parking spaces will be for fast EV charging; these will be available to any EV car user.
 - 3 parking spaces will be for traditional car sharing; these will be allocated in accordance with the Car Sharing Policy.
2. These locations are listed in the attachments in this report.
3. By introducing this mix of parking for fast and medium EV charging and car sharing, all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Summary

4. The proposed resolutions were advertised on 18 April 2017, giving the public 18 days to provide feedback.
5. All feedback received during the Consultation period has been either placed in Appendix 1 (Attachment 1) if it is general feedback across all or several parking spaces, or in the individual traffic resolutions if it is specific to that site.
6. 211 submissions were received (with 179 individuals submitting letters via a form letter provided by Mevo Limited).
7. A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.
8. Summary of feedback:

Those who were in favour submitted:

 - Strongly in support of the Council's approach to providing electric vehicle charging stations to support strategic goals

- Strongly in support for the work the council is doing in order to support modern alternatives to car ownership. Car sharing has been proven internationally to reduce congestion, save money for the residents and the city and increase liveability for everyone
- That the installation of electric vehicle charging stations are essential to move beyond the initial stages of electric vehicle uptake
- That the council has a great opportunity to make car sharing more widely available,
- Strongly in support of the significant benefits of not bringing a private car into the central city, particularly the savings on travel time, parking costs and petrol
- Strongly in support for increasing car sharing infrastructure.

Those who were against raised concerns about:

- On-going access to the parking spaces with a change of use
- The noise effect of different users in those areas
- The potential effects on businesses of removing parking
- Potential effects on accessibility for those who drive and park in the central city,
- Internationally, excessive parking charges have been shown to cause problems for the car sharing market in overseas jurisdictions – as those charges are passed directly on to consumers
- Conflict with other sustainable transport initiatives such as the Wellington Cycleways Programme might occur with charging stations placed in the roadway.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Resolutions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

a.	Car Share Vehicle Parking Space - 7 Ballance Street, Wellington Central (TR 50-17)		
	Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Ballance Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm,	Southwest side, commencing 40 metres northwest of its intersection with Customhouse Quay (Grid coordinates x=

		Saturday and Sunday 8:00 - 6:00pm.	1748945.3 m, y= 5428412.5 m), and extending in a north-westerly direction following the kerbline for 11 metres. (2 parallel carparks)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Ballance Street	Car share, at all times	Southwest side, commencing 45.2 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748945.3 m, y= 5428412.5 m), and extending in a north-westerly direction following the kerbline for 5.8 metres. (1 parallel carpark)
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Ballance 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 40 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748945.3 m, y= 5428412.5 m), and extending in a north-westerly direction following the kerbline for 5.2 metres. (1 parallel carpark)
b.	Car Share Vehicle Parking Space - 35-37 Victoria Street, Wellington Central (TR 51-17)		
	Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Victoria Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 15.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748803.8 m, y= 5427887.8 m), and extending in a southerly direction following the kerbline for 35.5 metres. (6 parallel carparks)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			

	Column One	Column Two	Column Three
	Victoria Street	Car share, at all times	West side, commencing 45.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748803.8 m, y= 5427887.8 m), and extending in a southerly direction following the kerblines for 5.5 metres. (1 parallel carpark)
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Victoria Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 15.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748803.8 m, y= 5427887.8 m), and extending in a southerly direction following the kerblines for 30.0 metres. (5 parallel carparks)
c. Car Share Vehicle Parking Space - 20 Bond Street, Wellington Central (TR 52 – 17)			
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Bond Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 8.7 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerblines for 12 metres. (2 parallel carparks)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Bond Street	Car share, at all times	Southwest side, commencing 14.7 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the

			kerbline for 6.0 metres. (1 parallel carpark)
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Bond Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 8.7 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 6.0 metres. (1 parallel carpark)
d.	Electric Vehicle Charging Station, P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm - 1 Grey Street, Wellington Central (TR 60-17)		
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Grey Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	South side, commencing 8.5 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748807.8 m, y= 5428084.8 m), and extending in a westerly direction following the kerbline for 53.5 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Grey Street	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	South side, commencing 35.4 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748807.8 m, y= 5428084.8 m), and extending in a westerly direction following the kerbline for 6.2 metres.
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Grey Street	Metered parking, P120 Maximum, Monday to	South side, commencing 8.5 metres west of its intersection

		Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	with Customhouse Quay (Grid coordinates x= 1748807.8 m, y= 5428084.8 m), and extending in a westerly direction following the kerbline for 26.9 metres.
	Grey Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	South side, commencing 41.6 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748807.8 m, y= 5428084.8 m), and extending in a westerly direction following the kerbline for 20.4 metres.
e.	Electric Vehicle Charging Station, P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm - 81 Courtenay Place, Wellington Central (TR 61-17) Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Courtenay Place	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, following the kerbline 109.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749129.1 m, y= 5427133.4 m), and extending in a north-westerly direction for 43.5 metres. (7 parallel carparks)
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Courtenay Place	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, following the kerbline 109.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749129.1 m, y= 5427133.4 m), and extending in a north-westerly direction for 6.0 metres. (1 parallel carpark)
	Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Courtenay Place	Metered parking, P120 Maximum, Monday to	Southwest side, following the kerbline 115.5 metres

		Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	northwest of its intersection with Tory Street (Grid coordinates x= 1749129.1 m, y= 5427133.4 m), and extending in a north-westerly direction for 37.5 metres. (6 parallel carparks)
f.	Electric Vehicle Charging Station, P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm - 79-83 Molesworth Street, Thorndon (TR 62-17)		
	Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Molesworth Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 13 metres north of its intersection with Hawkestone Street (Grid Coordinates X=2658917.001976 m, Y=5990906.929244 m) and extending in a northerly direction following the kerbline for 15 metres. (3 parallel carparks)
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Molesworth Street	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 23 metres north of its intersection with Hawkestone Street (Grid Coordinates X=2658917.001976 m, Y=5990906.929244 m) and extending in a northerly direction following the kerbline for 5 metres. (1 parallel carpark)
	Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Molesworth Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday	West side, commencing 13 metres north of its intersection with Hawkestone Street (Grid Coordinates X=2658917.001976 m, Y=5990906.929244 m) and

		and Sunday 8:00 - 6:00pm.	extending in a northerly direction following the kerbline for 10 metres. (2 parallel carparks)
g.	Electric Vehicle Charging Station, P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm - 25 Panama Street, Wellington Central (TR 63-17)		
	Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Panama 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, following the kerbline 67 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 18 metres. (6 angle carparks)
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Panama Street	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, following the kerbline 82 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 3 metres. (1 angle carpark)
	Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Panama 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, following the kerbline 67 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 15 metres. (5 angle carparks)
h.	Electric Vehicle Charging Station, P120 Maximum, at all times - 5 Ganges Road, Khandallah (TR 64-17)		
	Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		

	Column One	Column Two	Column Three
	Ganges Road	P10, Monday to Saturday 8:00am - 6:00pm	East side, commencing 11.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 23.4 metres.(8 angled parking spaces)
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Ganges Road	P10, Monday to Saturday 8:00am - 6:00pm	East side, commencing 11.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 20.0m metres.(7 angled parking spaces)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Ganges Road	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.	East side, commencing 31.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 3.4m metres.(1 angled parking space)
i.	Electric Vehicle Charging Station, P120 Maximum, at all times - 12 Constable Street, Newtown (TR 65-17)		
	Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Constable Street	P20, Monday to Saturday 8:00am - 6:00pm	South side, commencing 141 metres west of its intersection with Daniell Street and extending in a westerly direction following the southern kerbline for 33.5 metres.

	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Constable Street	P20, Monday to Saturday 8:00am - 6:00pm	South side, commencing 141 metres west of its intersection with Daniell Street (Grid Coordinates x= 1749153.7 m, y= 5424915.0 m) and extending in a westerly direction following the southern kerbline for 10.8 metres.
	Constable Street	P20, Monday to Saturday 8:00am - 6:00pm	South side, commencing 157.8 metres west of its intersection with Daniell Street (Grid Coordinates x= 1749153.7 m, y= 5424915.0 m) and extending in a westerly direction following the southern kerbline for 16.7 metres.
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Constable Street	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.	South side, commencing 151.8 metres west of its intersection with Daniell Street (Grid Coordinates x= 1749153.7 m, y= 5424915.0 m) and extending in a westerly direction following the southern kerbline for 6.0 metres.
j.	Electric Vehicle Charging Station, P120 Maximum, at all times - 101 Kilbirnie Crescent, Kilbirnie (TR 66-17)		
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Kilbirnie Crescent	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.	North side, commencing 122.1 metres west of its intersection with Evans Bay Parade (Grid Coordinates x= 5424490.729m, y= 1750261.044m) and extending in a westerly direction following the kerbline for 2.5 metres.
k.	Electric Vehicle Charging Station, P120 Maximum, at all times - Taurima Street, outside 10 Moxham Avenue, Hataitai (TR 67-17)		

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Taurima Street	P10, Except 8:30am - 9:00am, 2:30pm - 3:30pm	North side, commencing 7.5 metres west of its intersection with Hataitai Road and extending in a westerly direction following the northern kerbline for 19 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Taurima Street	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.	North side, commencing 7.5 metres west of its intersection with Moxham Avenue (Grid Coordinates x= 5425877.877m, y=1750171.086m) and extending in a westerly direction following the northern kerbline for 7.5 metres.
I. Electric Vehicle Charging Station, P120 Maximum, at all times - 109 Aro Street, Aro Valley (TR 68-17)		
Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Aro Street	P20, Monday to Saturday, 8:00am - 6:00pm	South side, commencing 6.5 metres west of its intersection with Epuni Street and extending in a westerly direction following the southern kerbline for 10.5 metres.
Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Aro Street	No Stopping Except for Authorised Resident Vehicles At All Times	South side, commencing 36 metres west of its intersection with Epuni Street and extending in a westerly direction following the southern kerbline for 12 metres.
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		

	Column One	Column Two	Column Three
	Aro Street	P20, Monday to Saturday, 8:00am - 6:00pm	South side, commencing 36 metres west of its intersection with Epuni Street (Grid Coordinates x= 5426952.434m, y= 1747871.101m) and extending in a westerly direction following the southern kerbline for 6.0 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Aro Street	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.	South side, commencing 6.5 metres west of its intersection with Epuni Street (Grid Coordinates x= 5426952.434m, y= 1747871.101m) and extending in a westerly direction following the southern kerbline for 8.5 metres.
Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Aro Street	No Stopping Except for Authorised Resident Vehicles At All Times	South side, commencing 42.0 metres west of its intersection with Epuni Street (Grid Coordinates x= 5426952.434m, y= 1747871.101m) and extending in a westerly direction following the southern kerbline for 6.0 metres.
m.	Electric Vehicle Charging Station, P120 Maximum, at all times - 264 Karori Road, Karori (TR 69-17)		
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Karori Road	P30, at all times	North side, commencing 113.8 metres north of its intersection with Chamberlain Road (Grid Coordinates x= 5428132.388m, y= 1745353.83m) and extending

			in an easterly direction following the northern kerbline for 11.0 metres.
	Karori Road	P30, at all times	North side, commencing 130.8 metres north of its intersection with Chamberlain Road (Grid Coordinates x= 5428132.388m, y= 1745353.83m) and extending in an easterly direction following the northern kerbline for 11.6 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Karori Road	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.	North side, commencing 124.8 metres north of its intersection with Chamberlain Road (Grid Coordinates x= 5428132.388m, y= 1745353.83m) and extending in an easterly direction following the northern kerbline for 6.0 metres.
n. New Electric Vehicle Charging Station, P30 Maximum, At All Times and New Loading Zone - Bond Street & Cornhill Street, Wellington Central (TR 70 – 17)			
Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Bond Street	Loading zone - goods vehicles and authorised vehicles only, P5, Monday to Saturday 8:00am - 6:00pm.	Northeast side, following the kerbline 12 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 10.5 metres.
Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cornhill Street	No Stopping, at all times.	Southeast side, commencing from its intersection with Bond Street (Grid Coordinates X=2658793.866405 m, Y=5989222.630356 m) and

			extending in a south-westerly direction following the kerbline for 33 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Bond Street	Loading zone - goods vehicles and authorised vehicles only, P5, Monday to Saturday 8:00am - 6:00pm.	Northeast side, following the kerbline 11.0 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 5.5 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Bond Street	Parking place in the form of electric vehicles only parking. P30 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northeast side, following the kerbline 16.5 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 6.0 metres.
	Cornhill Street	Loading zone - goods vehicles and authorised vehicles only, P5, Monday to Saturday 8:00am - 6:00pm.	Southeast side, commencing 13.0 metres from its intersection with Bond Street (Grid Coordinates X=2658793.866405 m, Y=5989222.630356 m) and extending in a south-westerly direction following the kerbline for 6.0 metres.
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cornhill Street	No Stopping, at all times.	Southeast side, commencing from its intersection with Bond Street (Grid Coordinates X=2658793.866405 m, Y=5989222.630356 m) and extending in a south-westerly direction following the kerbline for 13.0 metres.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Cornhill Street	No Stopping, at all times.	Northwest side, commencing 19.0 metres from its intersection with Bond Street (Grid Coordinates X=2658789.768629 m, Y=5989226.923264 m) and extending in a south-westerly direction following the kerbline for 14.0 metres.
o. Electric Vehicle Charging Station, P60 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm - 42 Brandon Street, Wellington Central (TR 71-17)		
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Brandon 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, following the kerbline 91 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 3 metres. (1 angle carpark)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Brandon Street	Parking place in the form of electric vehicles only parking. P60 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northeast side, following the kerbline 91 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 3 metres. (1 angle carpark)
p. Electric Vehicle Charging Station, P60 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm - 15 Stout Street, Wellington Central (TR 72-17)		

Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 88.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 2.8 metres. (1 angle car park)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Stout Street	Parking place in the form of electric vehicles only parking. P60 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southeast side, following the kerbline 88.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 2.8 metres. (1 angle car park)

Background

9. In June 2016, Wellington City Council adopted the Low Carbon Capital Plan which outlined a pathway to reduce carbon emissions by 80% by 2050.
10. The Low Carbon Capital Plan focuses on three pillars of climate change action: greening Wellington’s growth, transforming the Capital’s transport use and for Council to lead by example, partnering with organisations to fund more sustainable and environmentally-responsive ways of operating.
11. In an effort to change the way we move, WCC is committed to making it easier for Wellington City residents to either not own a personal vehicle, or to own personal vehicles which operate on sustainable alternatives to fossil fuels.
12. Mobile emissions make up the largest segment of Wellington City’s emissions profile. Having a high-quality diverse transport system is key to Wellington’s economic, environmental and social success as well as meeting the city’s climate change targets.

13. In order to make sure the city is on track to achieve this, the following measures have been outlined in the 2016-2018 implementation plan:
- Support car-share schemes
 - Promote electric vehicle uptake, including providing electric vehicle charging stations
 - Invest in walking, cycling, and public transport modes
 - Advocating for lower fares and a fully electric public transport fleet
 - Advocate for greater support for the development of biofuels.
14. As part of the commitment to supporting car sharing and electric vehicle charging, WCC is investigating up to 100 car parks citywide over the three year period between 2016 and 2018. This includes 30 car parks in the CBD and 70 in the suburbs. These parks will be available based on demand for car-share operations, electric vehicle (EV) charging infrastructure, or any other service which reduces the need to own a car or makes it easier to shift to sustainable transport fuels. This kind of support is in line with support WCC already offers to other providers of valuable transport options with public transport and taxis enjoying substantial road space across the city, including in high-value areas. This will also be done in an integrated way being cognisant of the impact on other important sustainable transport modes such as walking, cycling, and public transport.

Site Selection

15. A list of the selected sites can be found in Appendix A of this report. A broad outline of how they were selected is provided below.
1. Medium speed EV charging stations – 10 sites

Parking bays for medium speed EV charging stations were identified by selecting spaces that met several criteria applicable to EV charging. First, the bay needed to be adjacent to a phone box to enable the service provider to install EV charging infrastructure while maintaining the existing street furniture context. Second, the bays had to be in attractive, highly used areas - particularly town centres. International evidence shows that EV charging stations installed in unattractive spots are poorly used. WCC and the service provider wish to avoid this as significant cost is being incurred.
 2. Fast EV charging stations – 3 sites

Parking bays for fast EV charging station were selected by identifying areas that would increase coverage of the CBD for EV charging, where one could park to charge up their EV and shop or eat in the meantime. Three locations have been identified at Brandon St, Stout St and Bond Street.

Lombard Lane redevelopment is a significant council project with opportunity to significantly enhance the liveliness of a disused area of the city, an incorporating an electric vehicle charging station on the adjacent Bond Street will contribute to the success of the revitalisation. Brandon and Stout Streets are in the highest use area of parking in the city. Placing a fast EV charging facility at these locations will contribute a significant incentive to owning an EV. An added benefit of additional fast chargers in the city is the provision of a substitute for charging at

home - a key element of necessary support in a city with little off-street parking. By placing the fast chargers in high use areas, WCC hopes to maximise this benefit.

3. Traditional car-share – 3 sites

In accordance with Wellington City Council’s car sharing policy, these parks were only provided where demand could be demonstrated. The three traditional car-share spaces were selected in conjunction with the car sharing provider. The provider demonstrated where the demand was highest for their service and provided the evidence that their service was well-used.

WCC helped the service provider in selecting spots that are currently less well-used to minimise the overall impact on the city's parking provision. They were also selected to maximise visibility, ease of access, and viability for car sharing.

Adding car-share vehicles in the city could potentially free up parking space given recent research from Australia showing that for every car-share vehicle in operation an average of 10 private vehicles are removed from city streets. Research out of the USA shows as many as 15 can be removed.

16. Based on the above analysis, Wellington City Council officers propose to introduce a mix of fast and medium EV charging stations and dedicated car-share spaces by replacing existing parking bays.

Attachments

Attachment 1.	Appendix 1 - General feedback and officers responses	Page 31
Attachment 2.	TR 50-17 Car Share - Ballance Street	Page 57
Attachment 3.	TR 51-17 Car Share - Victoria Street	Page 62
Attachment 4.	TR 52-17 Car Share - Bond Street	Page 67
Attachment 5.	TR 60-17 EV Charging Station - Grey Street	Page 72
Attachment 6.	TR 61-17 EV Charging Station - Courtney Place	Page 77
Attachment 7.	TR 62-17 EV Charging Station - Molesworth Street	Page 82
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Attachment 10.	TR 65-17 EV Charging Station - Constable Street	Page 98
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Attachment 15.	TR 70-17 EV Charging Station - Bond Street	Page 126
Attachment 16.	TR 71-17 EV Charging Station - Brandon Street	Page 135
Attachment 17.	TR 72-17 EV Charging Station - Stout Street	Page 140

Authors	Lindsey Hill, Project Coordinator Tom Pettit, Senior Advisor, Climate Change Charles Kingsford, Principal Traffic Engineer Steve Spence, Chief Transport Planner
Authoriser	David Chick, Chief City Planner Jeremy Baker, Director Strategy, Innovation and

	Communications
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SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

- Foregone parking revenue – largely dependent on speed of Car Share take-up during the year and occupancy rates of EV parks. This revenue loss was agreed to in Council's Low Carbon Capital Plan which was consulted on as part of 2016/17 Annual Plan and its implementation is reflected in current 2017/18 Annual Plan.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down by the Bylaws.

Risks / legal

None identified.

Climate Change impact and considerations

Greenhouse gas emissions from road transport comprise of 40% of Wellington City's emissions profile. Support for car sharing services and electric vehicles will assist towards the City's target of an 80% reduction in emissions by 2050.

Communications Plan

Not applicable.

Health and Safety Impact considered

Health and Safety has been considered.

APPENDIX 1

GENERAL FEEDBACK ACROSS EVERY PROPOSED SPACE

Submitter: Thomas Curtis

Agree: Yes

Great job WCC, please do this and more to reduce carbon emissions in the Capital City. #LeadingTheCharge

Submitter: Sarah Fordham

Agree: Yes

I wish to make a submission on the proposed traffic resolutions. My comments are general, and apply across the 23 proposed changes. I do not wish to speak to this submission. I fully support the proposals to extend Wellington's EV and car-share infrastructure. I think they are a great first step in achieving the objectives of improving the transport mix, and reducing the number of cars on the roads. I notice that the car-sharing spots appear to be concentrated in the city centre. Down the track, it would be great to have car-sharing options in the suburbs too. I would love for routes between the city and suburbs - including Berhampore where I live - to be more cycle-friendly. Reducing the number of both parked and moving cars on the roads would significantly contribute to this.

Submitter: T Peters

Agree: No

I am opposed to any further reduction to current public car parking. If you must provide free parking to electric cars and car sharing schemes, create new ones. Its hard enough to get a park as it is. The electric parks by chafers seems to always have the same red audi there day after day... Ps very smart not allowing the comment for all the proposals.

Officer's Response:

While the submitters opposition is noted, the challenge of creating new car parks is the competition for land. With land so desperately needed for additional housing and commercial premises, there is a key question to address whether car parking is the best land use to create new car parks. This question is best handled outside this process, however, as no parking losses are incurred through this process, the key purpose of each parking bay is simply shifted to another parking use. The submitter is correct that the same red Audi is present by Chaffers Marina because that is a car sharing location provided by Wellington Waterfront.

Submitter: Trevor Hughes

Agree: No

I strongly object to the loss of short-term car-parks in the CBD. Wellington has already lost a very large number of car parks due to earthquakes. These parks are not used by commuters but by people visiting doctors, dentists, lawyers and banks etc in the area. Their loss will impose hardship on many older people in particular

and likely adversely affect businesses in the CBD. For what it is worth electric vehicles are not popular nor are they especially environmentally friendly. The construction and disposal of their batteries causes much pollution. Bio-diesel is arguably a more appropriate option to be encouraged. Car share is not widely available.

Officer's Response:

The submitter is correct in noting the loss of some Central City carparks due to the earthquake, however the submission is also incorrect in a number of areas. Batteries from EVs, for example, are recycled to alternative purposes when they no longer serve their core purpose as vehicle batteries –evidence for this is prevalent as, for example, both Tesla and Nissan offer home battery products with recycled vehicle batteries as the core offering. Bio-diesel is something that WCC also advocates for as part of our Low Carbon Capital Plan, but unlike electric vehicles the supply chain for biodiesel in New Zealand has yet to materialise in a broad way. And while the submitter is correct that car share is not widely available, this is due to the fact that parks are not available. We have an excess demand from providers for available carparks that far exceeds our allocated numbers. Given our support for Car Share in the Low Carbon Capital Plan 2016-19 and Car Share Policy 2016, Council's current policy is to support its development as much as possible.

Submitter: Carl Howarth

Agree: No

I am writing to express my objection to aspects of the traffic regulation changes as proposed in the Dominion Post on the 18th of April 2017. I am specifically concerned that the proposal conflicts with the Wellington Cycleways Programme. The sites selected for car sharing or EV infrastructure investment must not preclude the removal of the parking spaces for provision of cycleways. The Cycleway Programme is currently consulting on routes in Kilbirnie to Newtown, including Constable Street. Investing in EV infrastructure on Constable Street risks pre-empting the outcome of this consultation, removing the choice to remove the parking space to provide for cycleways. Other such conflicts are also likely to exist (e.g. the Aro Street and Karori Road proposal proposed traffic regulation changes). I request WCC review the location of the proposed regulation changes to not pre-empt or preclude the location of cycleways, and the outcome of the Wellington Cycleways Programme. Wellington should be supporting alternatives to car ownership that have been proven internationally to reduce congestion, save residents and the city money, and increase liveability for everyone. This includes cycleways and cycle infrastructure.

Follow-up clarification:

In the absence of evidence establishing minimal adverse effect on the Wellington Cycleways Programme, please consider my submission opposes all the traffic resolutions. I do this without prejudice to the specific examples identified in my submission regarding Constable Street, Aro Street and Karori Road. My experience with car share schemes in Melbourne and London is that the spaces are generally

located on side streets, or in car park buildings, so as not to interfere with the movement of people (including cyclists). Investment in EV infrastructure is likely to lend some permanence to the location of these spaces so it is important that they are in the correct place, and do not conflict with other sustainable transport initiatives such as the Wellington Cycleways Programme. Please consider the above as part of my submission. Thank you for seeking my clarification.

Officer's Response:

A blanket opposition to all investment in EV infrastructure because it may conflict with the objectives of the Wellington Cycleways Programme would seem to put us in a place of inactivity for an extended period relative to supporting EVs. Additionally, many of the central city sites will be unlikely to have cycleway value (e.g. Bond Street, Stout Street, Brandon Street, Balance Street). Finally, high-traffic town centres are unlikely to see substantive changes to their parking provision due to the necessity of providing parking for businesses – though long-list options will always include parking removal, in town centres it is unlikely that these will be the preferred option. That said, the removal of the slower chargers is relatively cheap in the context of a large cycleway investment, and the more expensive fast chargers are not on streets likely to see cycleway investment. The latter is also markedly true for EV car sharing locations. As a result, any removals can be borne as part of the cost of bus/cycling investments.

Submitter: Sigurd Magnusson

Agree: Yes

Car Share: Yes, car share will function only with a spread of locations so that users can walk to and from the vehicles conveniently. This contributes to that spread. EVs: Effective use of land for promotion of electric vehicles, and for advantaging local residents with electric vehicles without the ability to charge at home. One of New Zealand's biggest suburbs, it already has a fair number of electric vehicle owners. Electric vehicle numbers are rising quickly in Wellington; more than doubling year on year; and there is ample current and future demand to support this location. That is demonstrated by the downtown Vivian Street charger being the busiest the country. Wellingtonians still with fuel vehicles will be more likely to buy an electric car if they regularly see them, and this location supports that visibility.

Submitter: Matthew Blair

Agree: Yes

Car Share: No particular opinion on the carshare parks. Here to submit re the EV charging places. Hope carshare works as planned, but not sure if people will go for it or not.

EVs: Absolutely. I have an EV. These need to be everywhere in future and right now to promote more people to switch to EVs. Chicken & egg scenario, but firmly believe 'built it and they will come' as per Charge Net are experiencing re their nationwide network. Look to Norway for examples of charger outlets in every space on some streets. Please also add ones in Miramar, Scorching Bay & Airport.

Submitter: Shalyse Murphy**Agree: Yes**

Car Share: Car sharing will enable less cars on the roads which will benefit everyone.

EVs: Electric vehicles are the way of the future and I can only see benefits in making more EV charging spots available. I live in Kapiti and drive an EV into Wellington regularly and more EV charging spots would be great.

Submitter: Edmund Stephen-Smith**Agree: Yes**

Car Sharing: Car Sharing is a good use of resources -- fewer vehicles, less resources invested, more available for residents to invest in the city. If there is demand, keep adding spaces!

EVs: Similarly, Electric Vehicles: Less noise, lower emissions, more reliable. Providing general assistance to encourage EVs instead of internal combustion vehicles is good for the city.

Submitter: Kenneth Mulholland**Agree: No**

I wish to object to the above traffic resolution on the following grounds. From what I read on the Council website those people who are involved in car-sharing will be receiving monetary reward for sharing their cars and will therefore be involved in a commercial operation in direct competition with rental-car companies, in the same manner that Uber drivers are operating in direct competition with taxi companies. I object to the Council providing free on-street parking in the CBD for commercial operators. If the Council wishes to encourage commercial car sharing because they believe that it will reduce congestion in the CBD then they should set aside special parking areas and not take up on-street parking areas currently used by the public. The Council could use part of the area where their pool vehicles are now parked and charge a nominal rental to car-share operators. Ratepayer funds should not be used to help private commercial operators. The same applies to electric-vehicle re-charging stations. These should be put on land specially designated for the purpose or located at service stations. Do not take away public parking spaces in the CBD because it will adversely affect the retailers. The ageing population who still drive, in spite of being offered free travel on public transport, still want to take their cars into the CBD and easily find an empty parking space on the street.

Officer's Response:

The submitters comments are validly reasoned, however contradict the outcomes of consultation on the Low Carbon Capital Plan 2016-19 and Car Share Policy 2016. These very recent consultations both confirmed the need for car sharing and electric vehicle charging stations, including reallocating 30 existing CBD parking bays and 70 suburban parking bays to this split purpose. While commercial operators are being leveraged to deliver all these projects, this was clearly stated in both of the above plans and allows the Council to deliver these services with minimized impact on

ratepayers, whilst owning both would be exceptionally expensive. The submitters comments around the ageing population are taken on board.

Submitter: Peter Gallagher

Agree: No

I strongly doubt this has anything to do with Car share. Big business (electricity providers backing 'electric car share') are simply using car share as a guise as a land-grab for their electric infrastructure. Their interests aren't in taking cars off the road, their interests are to put electric cars and the infrastructure on the road.

Officer's Response:

The interests of both parties – supplier and council – are aligned in delivering the best possible car sharing service for Council, Ratepayers, and Stakeholders. The interest is definitely in taking cars off the road, and Council will protect its' and ratepayers interests.

Submitter: Ross and Sarah Weenink

Agree: No

As Wellington City ratepayers we wish to notify our objections to the proposed traffic changes described in the public notice published in The Dominion Post on 18 April 2017. The proposed changes comprise:

- the conversion of ten metered parking spaces to "car share"
- the conversion of six metered parking spaces to "electric vehicle charging station"
- the conversion of seven other parking spaces to "electric vehicle charging station".

We gather from the www.wellington.govt.nz website that, in total, 24 parking spaces are to be re-designated "car share", 10 parking spaces are to be re-designated for the exclusive use of medium-speed electric vehicle (EV) chargers and three spaces are to be re-designated for fast EV chargers.

It is not made clear in the public notice, but it seems to be implied that the re-designated spaces will not be metered or otherwise charged for.

We object most strongly to the re-designation of metered parking spaces to EV charging stations for the reasons we describe in detail below.

However, we also submit that the re-designation of conventional metered parking spaces as "car share" spaces should only be approved if these spaces, which will be used for a commercial activity, are charged for on a commercial basis at rates at least equal to the current parking charges. We object to any subsidy of commercial car sharing activities by Wellington City ratepayers.

Principal basis for objections

The principal basis for our objections is that the proposed changes have not been

properly justified. There appears to be no supporting regulatory impact statement or cost-benefit analysis.

EV charger proposals

Effect on travel time cost

The proposal to re-designate a number of metered parking spaces as EV charging stations will remove these spaces from the stock of parking spaces available in the Wellington central business district (CBD), which will inevitably increase motorists' parking space search time and, consequently, congestion and average travel times for motorists travelling to and from the CBD. This cost appears not to have been quantified. The New Zealand Transport Agency's Economic Evaluation Manual effective from 1 January 2016 values work travel time at \$33.39 per hour, commuting travel time at \$10.91 per hour and non-work travel time at \$9.66 per hour.

We suggest that the Wellington City Council seek advice from the NZTA on how to do these calculations properly, but a "back of the envelope" initial estimate would suggest that, if the EV charger proposals add an additional minute of travelling time to 12,000 journeys per day, split equally between work travel, commuting travel and non-work travel, the cost involved would be:

Work travel: $4,000 \times \$33.39/60 \times 365 = \$812,490\text{p.a.}$

Commuting travel: $4,000 \times \$10.91/60 \times 365 = \$265,477\text{p.a.}$

Non-work travel: $4,000 \times \$9.61/60 \times 365 = \$233,843\text{p.a.}$

Total: \$1,311,810p.a.

Applying a 7% discount rate in perpetuity, the net present value (NPV) of this cost would be approximately \$18.7million. If, instead, the EV charger proposals were to add an additional 30 seconds of travelling time to 12,000 journeys per day, the NPV of the additional cost would be c.\$9.4million.

We submit that the Council does not appear to have taken into account the travel time cost associated with the EV charging station proposals and should do so.

Wealth transfer effect

A report in the 19 April 2017 edition of The Dominion Post headed "Electric cars to take parking spots" states that Wellington City ratepayers will incur a direct pecuniary cost of up to \$50,000 for each medium-speed and fast-speed EV charging station. As there appear to be 10 medium-speed and three fast-speed charging stations proposed, the total pecuniary cost to ratepayers for these spaces will be up to \$650,000. The article also notes that recent Ministry of Transport figures suggest that there are about 320 electric vehicles registered in Wellington.

Hence, the Council is proposing to provide a benefit of approximately \$2,030 per electric vehicle to the owners of those vehicles and this is to be funded by all Wellington City ratepayers. This represents a substantial wealth transfer from the poorer elements of the Wellington community to the wealthier. The owners of EVs are very likely to be wealthier than the general community, because the capital cost of these vehicles is substantially greater than the cost of equivalent conventional vehicles. For example, the price of an EV Mitsubishi Outlander is currently \$60,990 + on road costs, while the equivalent petrol version is \$32,990 + on road costs¹. Many EVs will also be second vehicles, because their limited range makes it generally impractical to use them on long trips. Two vehicle households are typically wealthier than other households.

We recommend that the Council not effectively tax the poor to support wealthy EV-owning households. If it insists on converting existing parking spaces to EV charging stations, the equipment should either be fully funded by the commercial operators concerned or the Council should recover a return on the up to \$50,000 capital cost via charges for using the EV charging station spaces, which would probably need to be set at rates higher than the current roadside parking rates.

Balance of payments effect

Given that the capital cost of a new EV seems to be typically about 50% higher than the capital cost of an equivalent conventional vehicle, substituting EVs for conventional vehicles will have a negative effect on the balance of payments. While this effect may be counterbalanced to some degree by the consequent reduction in demand for imported petroleum, it is unlikely to balance out fully over the life of the vehicle, particularly when the cost of money used to fund the upfront capital expenditure is taken into account.

We submit that the Council does not appear to have taken into account the negative balance of payments effect of its EV charging station proposals and should do so.

Effect on the incremental cost of electricity generation, transmission and distribution infrastructure

Although the current electricity infrastructure has sufficient spare capacity to be able to supply a small number of additional EVs, if the number of EVs were to expand substantially, investment in additional generation, transmission and distribution infrastructure would be required. The Council's EV charging station proposals do not appear to have taken these likely future costs into account, or the CO₂ emissions associated with such investment, and we submit that they should do so.

Effect on CO₂ emissions unclear

The main benefit claimed for the EV charging station proposals is that, by encouraging the use of EVs, there will be a reduction in greenhouse gas emissions.

While EVs do not produce tailpipe CO2 emissions, the Council has not demonstrated by way of a full end-to-end analysis that substituting EVs for internal combustion engine (ICE) vehicles will result in a net reduction in CO2 emissions.

First, EVs add to electricity demand and marginal units of electricity are generated by thermal power stations, using usually gas, but sometimes coal, as their feedstocks. At best, the thermal efficiency of a thermal power station is only about 50%, and a further 5-6% of the energy produced is lost in transmission and probably another 3-4% in distribution. EV engines are efficient, with about 80-90% of the electricity consumed being converted to useful work, and, given that the thermal efficiency of an ICE vehicle is only about 25%, the EV would, on the face of it, appear still to have an advantage in terms of thermal efficiency (c.34% efficiency versus 25%) and hence CO2 emissions, albeit not a large advantage.

However, this analysis fails to take account of the emissions involved in the production of the lithium-ion batteries and the need to replace the batteries every eight years or so. The production of the components of the batteries and the batteries themselves is a fairly energy intensive process, which inevitably means CO2 emissions. We do not have any detailed data on how substantial the CO2 emissions are that result from the production of lithium-ion batteries, but it is quite possible that they are sufficiently large to make EV-related CO2 emissions not too far different from ICE vehicle-related CO2 emissions.

As noted in the previous section, a substantial expansion of the EV fleet will lead to the need for additional investment in electricity generation, transmission and distribution infrastructure, which will be associated with further CO2 emissions.

The Council may consider that, because most of the EV-related CO2 emissions occur outside Wellington and some occur overseas that a Wellington City Council policy does not need to take these emissions into account. We would consider this to be a narrow-minded view and a failure to recognise the fact that CO2 emissions are an international concern.

Hence, we submit that the Council should not approve the EV charging station proposals until it has considered a full end-to-end analysis of the CO2 emissions associated with the production and use of EVs versus ICE vehicles, and ultimately should not approve the proposals if there is only a small difference in the net emissions associated with the two vehicle classes.

Car share proposals

Our objection to the car share proposals relates more directly to the commercial nature of these proposals. Although the public notice does not explain precisely what the proposal involves, the concept appears to mean that some spaces that are currently conventional metered spaces will be re-designated for use only by those

who wish to lease their vehicles for use by others on a commercial basis.

While it is not clear from the wording of the proposals, it appears to be the Council's intention that the re-designated spaces will not be charged for. We submit that, because the "car share" spaces will be used commercially by vehicle owners to generate revenue, these spaces should be charged for in the same way as other spaces used for commercial purposes and that Wellington City ratepayers should not subsidise this commercial activity. We recommend, therefore, that any car parking spaces that are re-designated as "car share" spaces should be charged for at least at the current metered rate and, possibly, at a higher commercial metered rate, that recognises the fact that these spaces will be used to generate revenue for the vehicle owners concerned.

The "car share" proposals may or may not result in a net travel time cost. Although spaces will be taken out of the metered stock, and this will contribute to increased travel times, this effect may be countered by conventional trips being substituted by shared trips. Nevertheless, we recommend that, before approving the "car share" proposals, the Council seek advice from the NZTA, which has much more experience of analysing the actual effects (including possible unexpected effects) of this sort of change.

Officer's Response:

WCC commends the submitted on an exceptional investment of time and effort to help the Council understand the position from which the submitter advocates. A focus on economics is always at the core of council's considerations. That said, this submission uses an analytical tool that is typically applied for major transport investments rather than simple parking changes to roughly 1% of the Central City metered parking supply. Additionally, there are a series of flaws in the analysis, including:

- Assumed impacts out to perpetuity
- Assumed zero ownership of electric vehicles
- Misstated costs 6.5 times higher than actual costs to council
- Neglected benefits to Council of private investment
- Neglected benefits relating to air quality, environmental impact
- Neglected benefits of using NZ-produced fuel on energy pricing, security and control

On top of this, the submission posits that EVs will not have significant end-to-end emissions reductions, though the Energy Efficiency and Conservation Authority has determined that over its life cycle, an Electric Vehicle will emit 60% less carbon than an equivalent petrol vehicle, which accounts for production cost and shipping to New Zealand(SEE <https://www.energywise.govt.nz/on-the-road/electric-vehicles/>). The analysis also assumes that marginal units of electricity are produced from non-renewable sources, though enough renewable energy capacity is currently consented but unbuilt to power the entire New Zealand vehicle fleet were it to switch over to electric vehicles. (SEE <https://www.beehive.govt.nz/speech/opportunities-cut-nz%E2%80%99s-road-transport-emissions>)

This was all accounted for in the authoring and consultation surrounding the Low

Carbon Capital Plan and the Wellington Resilience Strategy, which are the chief supporting plans for electric vehicles and car sharing(along with the 2016 Car Share Policy).

The Submitters comments on the Car Share proposals are taken on board but contradict the established direction of Council per the 2016 Car Share Policy of not charging for car share spaces to stimulate the market until the 2018 Car Share Policy review, at which point some charge may be considered. All this is taken on board in the context that it has been accounted for in the authoring and consultation on the 2016 Car Share Policy, and that excessive parking charges have been shown to cause problems for the car sharing market in overseas jurisdictions – as those charges are passed directly on to consumers.

Given these significant concerns with the submissions' content, we do not believe it gives rise to unmanageable concerns surrounding the deployment of EV charging or car sharing around the city. That said, we thank the submitter for their consideration of these issues.

Submitter: Elizabeth Yeaman

Agree: Yes

Traffic resolution reference numbers: TR50-17 to TR72-17

I am writing this submission on behalf of the Energy Efficiency and Conservation Authority (EECA).

EECA is the government agency that works to improve the energy efficiency of New Zealand's homes and businesses, and encourages the uptake of renewable energy. Electric vehicles (EVs) are four times more energy efficient than equivalent petrol or diesel vehicles and use New Zealand's over 80% renewable electricity. Together these factors mean that electric vehicles in New Zealand deliver an 80% reduction in CO2 emissions compared with their petrol or diesel counterparts. Car sharing also results in the more efficient use of vehicles, also delivering CO2 benefits.

EVs and car sharing contribute towards meeting the Government's Paris Agreement target to reduce greenhouse gas emissions by 30 per cent below 2005 levels by 2030, under the United Nations Framework Convention on Climate Change.

On 5 May 2016, the Government announced its Electric Vehicles Programme, which aims to increase the uptake of electric vehicles in New Zealand. It set a target of doubling the number of electric vehicles in New Zealand every year to reach approximately 64,000 by 2021.

As part of this package of measures, EECA is delivering the Low Emission Vehicles Contestable Fund of up to \$6 million per year to support to encourage and support innovative low emission vehicle projects. Projects that the Fund is supporting include public EV charging infrastructure and EV car sharing, including in Wellington.

Allocating selected parking spaces to electric vehicle charging and car sharing complements and supports the Government's initiatives around electric vehicles and climate change both generally and in relation to projects supported by the Fund.

Submitter: Ralph Chapman

Agree: Yes

Submission by Ralph Chapman, Lucia Sobiecki, Ed Randal, Philippa Howden-Chapman

We strongly support the traffic regulation changes proposed, specifically the changes related to parking spaces to enable car sharing. Regardless of the car sharing provider, whether this be Mevo, City Hop or other businesses, we support moves to make more dedicated parks and 'pods' available across the city. We also strongly support the provision of facilities for EV charging at some sites.

We see at least four main benefits to increased car sharing in Wellington, as with other densely populated cities.

First, sharing can reduce the number of vehicles that need to be owned by Wellingtonians, and provided for on the streets in Wellington, reducing demand for parking overall, and thereby the cost of provision of parking in apartment buildings and townhouses, the housing typologies now dominating central Wellington. This amounts to a land use and building cost saving of real significance. Car sharing has been found in other cities to take several cars off the street for every car-share. Car share experts Shaheen and Cohen suggest that a car share vehicle reduces the need for 4 to 10 privately owned cars in continental Europe, 6 to 23 cars in North America, and 7 to 10 vehicles in Australia (Shaheen and Cohen, 2007).

Second, the direction of travel of car sharing is towards both more modern vehicles and electric vehicles in particular, as these are well suited to car sharing. This will help to reduce carbon emissions, consistent with Wellington City's Low Carbon Capital Plan. It will also help to reduce ambient air pollution and noise pollution in the city. We support the Council's plan to have a mix of EV sites among the parking places for car share use.

Third, car sharing is understood internationally to be associated with increased use of complementary modes that are active – i.e. walking, cycling – and the use of public transport. The behaviour is observed because the price of car sharing gives users a reason to limit their vehicle use and to rely on other travel options as much as possible. Car sharing typically reduces average vehicle use by 40 to 60 percent among drivers who rely on it, according to Litman (2000).

Car sharing is very likely to have longer term health benefits. All studies in a review by Kent pointed to car sharing reducing vehicle ownership and/or changing travel behaviour in ways that are likely to generate health benefits (Kent, 2014).

Fourth, car sharing can improve mobility and equity, giving non car owners the opportunity to use a car occasionally. Car sharing improves the mobility options of people who are transportation disadvantaged (Litman, 2000).

As to the opportunity cost of diminished parking revenue for the Council, we understand that this is significant, but do not believe this cost is an unreasonable price to pay in order to encourage car sharing in the city. It is also important the City be seen to be supportive of transport system innovation.

We do not have developed views about the location of the car share parking places proposed, but consider (1) that it is important to have some experimental sites available in city fringe/inner suburbs such as Newtown; and (2) that on-street car parks should be visible in order to encourage the uptake of car sharing.

We also strongly agree with Council support for electric vehicle charging stations. There is growing demand for EVs, which have a well demonstrated potential for CO2 emissions (and ambient emissions to air) reduction (Clover, 2013).

References

Clover, D., (2013) The Market for Electric Vehicles in New Zealand: Using stated choice methods to evaluate the implications for electricity demand and carbon emissions to 2030, Environmental Studies. VUW, Wellington.

Kent, J.L. (2014) Carsharing as active transport: What are the potential health benefits? Journal of Transport & Health 1, 54-62.

Litman, T. (2000) Evaluating carsharing benefits. Transportation Research Record: Journal of the Transportation Research Board, 31-35.

Shaheen, S., Cohen, A. (2007) Growth in worldwide carsharing: An international comparison. Transportation Research Record: Journal of the Transportation Research Board, 81-89.

Submitter: Christine McCarthy

Agree: Yes

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design. We have the following comments to make regarding the WCC electric vehicle and car share proposed sites:

1. We strongly support the WCC ambitions to reduce Wellington's greenhouse emissions, and to encourage people to use fewer cars.
2. In line with these ambitions we also encourage the council to:
 - (a) prioritise car sharing and electric vehicles over other traffic to the extent of

restricting the CBD to only car sharing and electric vehicles, with car sharing being prioritised,

(b) decommissioning WCC car parking buildings and converting these into housing,

(c) increase rates for CBD buildings which include car parking inside them, and

(d) remove the current provisions regarding a car park requirement for suburban housing.

3. We support increasing car sharing infrastructure. We are more hesitant regarding electric cars as these will not address traffic congestion and, as a country, we don't have sufficient sustainable electricity resources to support powering them on top of existing electricity use.

4. We recommend that the car parks for car sharing and electric cars (including electric vehicle charging) be located:

(a) on what are currently the high demand car parks, and

(b) in places which will facilitate use of mode changes to sustainable transport (e.g. near the railway station, ferry and bus terminals, and bus routes).

Submitter: 179 individual letters via a form letter provided by Mevo Limited

Agreed: Yes

I am writing to express my support for the traffic regulation changes as proposed in the Dominion Post on the 18th of April 2017, specifically the changes related to parking spaces for Car Sharing. Generally, I also wish to express my support for Mevo and any moves to make more pods available across the city.

As a vibrant, growing city, Wellington should be supporting modern alternatives to car ownership that have been proven internationally to reduce congestion, save residents and the city money, and increase liveability for everyone.

Please do not hesitate to contact me if I can provide any more information.

Yours Sincerely

Alex Novak
Murray Whyte
Tom Bennion
Ginny Ryder
Anne Rowe
Ronak Patel
Rob Wheeler
Katy Ellis
Laurie Foon

Che Lewis
Sam MacKinnon
Rees Ward
Mike Bennetts
Ash Bradley
Adarsh Jupudi
Adrian Avedi
Adrien Giroguy
Ajay Ravindran
Alina Siegfried
Alan Hucks
Andrew Burns
Andrew Montague
Andrew Perry
Anthony Cabraal
Ashley Church
Bart de Vries
Ben Brodie
Brendan Bryne
Brett Holland
Brooke Hanlon
Bruno Bordignon
Cara Chung
Carl Wairau
Charlie Coppinger
Charles Ehrhart
Chelsea Cain
Cherene Neilson-Hornblow
Chris Thurston
Christina Bell
Nick Churchouse
Clare O'Rourke
Colin Salisbury
Connor Finlayson
Craig Burt
Damask Dewhirst
Dave Moskovitz
David Preece
David Swann
Sarah Adams
Sandra Rayen
Chris Dutton
Elle Newell
Morgan Evans
Moss Bowering-Scott
Erik Zydervelt
Erin Todd
Fiona German
Gene Clendon
Hamish Davies

Hannah King
Francis Hwang
Kelcey Braine
Holly Morchat
Hugh Hamilton
Jessica Graves
Steven Jackson
James Renwick
James Fuller
Jesse James
James Swope
James Tanirau
Jane Little
Jason Courtis
Jason McDonald
Jason Riesterer
Jessica Edwards
Jenny Buckler
Jo Randerson
Michael Johns
Joseph Camuso
Joshua Daniell
Darren Martin
Grace James
Kareena Harris
Karlum Lattimore
Kelly Dare
Kerry Peguero
Kevin Sisler
Laura Reitel
Leo Wong
Lingy Au
Lisa Ussher
Sarah Grealish
Logan Tyson
Lucy Carter
Luke Dodd
Miriam Mylvaganam
Frazer Black
Florian Saenger
Marcel Lister
Marija Bijelic
Mark Mataipule
Sergio Marquez
Mary Sullivan
Matthaeus Ranigler
Matthew Dixon
Maurice Marquardt
Brenda Black
Meg Matthews

Michael Smith
Michael Daymond-King
Michelle McCarthy
Mike Underhill
Natana Parata
Nathan Murrell
Neme Paula
Nick Cowan
Nicola Treloar
Nicole McCrossin
Nicole Jones
Chloe Oldfield
Oliver Carr
Patric Corletto
Paul Callister
Philip Burgess
Peter Graczer
Phillipa Collins
Jane Vickers
Cameron Rose
Rachael Munro
Rebecca Barwood
Lucy Revill
Richard Fortune
Sam Ripley
Rosina Morfey
Rory Faughnan
Rose Bollinger
Rupert Bryant-Greene
Russell Golding
Ryan Virtue
Sam Rorke
Sanjeev Ganda
Sara Walls
Sarah Zydervelt
Scott Kaiser
Shane Kranenberg
Shawn O'Keefe
Ali Shikara
Sid Bardiya
Russell Silverwood
Simon Rodger
Simon Jarvis
Stefan Raffeiner
Steph Warren
Summa Goodall
Byron Posselt
Tessa Hogg
Thomas Stokell
Thomasin Bollinger

Shannon Williams
Tina Schirr
Te Kawa Robb
Todd Smith
Toni Taylor
Elizabeth Yeaman
Troy Mackie
Tui Williams
Vaughan Matthews
Marvin Froeder
Rene Versteegh
Victoria Nisbet
Vince Smart
Jo Clendon
Yogesh Patel
Zoe Mack
Nada Piatek
Jeff Leppard

FEEDBACK ON BLOCKS/CATEGORIES OF SPACES**TR 50-17 to TR 59-17 – (Wellington Central, Te Aro, Thorndon and Mt. Victoria)****Submitter: John Collyns****Agree: Yes**

We are committed car-share users and have been since the service began in Wellington. We also use the service in Auckland and a few times in Christchurch. We use a car-share a couple of times a month for local trips as far as Kapiti and the Hutt Valley. There are significant benefits in not bringing a private car into town - savings on travel time, parking costs and petrol. Instead the combination of a train or bus augmented by a car share works perfectly. The current car share is around a 10 minute walk to Victoria St, or up to Cuba St if the closest vehicles are in use elsewhere. Having a shared car a few metres from the office will be a considerable benefit to us, and others in the parliament end of the city.

TR 50-17 to TR 52-17 – (Wellington Central)**Submitter: Denise Stephens****Agree: Yes**

I am a current member of Cityhop car sharing and would love to have more of their cars available throughout the city. This space is near my work which would be convenient.

Submitter: Victoria Carter**Agree: Yes**

Carshare is a viable alternative for individuals and businesses to own #onecarless. Cityhop has for the past 6 years provided this alternative. However we have lacked visibility. The more people can see how easy it is to use a car without owning one the more likelihood there is of them selling a car. Every car share car takes 9-15 privately owned cars off the road. Cityhop has a well established business and individual member base using cars for around \$12 an hour including petrol.

Stuart a Cityhop member and regular user say in support of Cityhop ' We used to own a car like almost everyone else. But we gave it up a few years ago when we got sick of paying the high cost of running it, when we got sick of waiting in traffic to get to work when we could walk there in about the same time, when we got sick of driving our kids everywhere because they (like us) left things to the last minute, when

we felt we needed more exercise in our lives, and when we got too guilty about the carbon footprint we were leaving. Cityhop made that decision easy for us. Now, on the few occasions when we need a car, we have easy enough access to one for as long as we need at an affordable price. Without cityhop, though, I'm not sure we would have felt in a position to make the change. It was great for us. It could be great for so many others too. And if the council could make more cityhop cars more accessible to potential users, it would also provide the beginnings of a solution to big problems like climate change and small problems like peak hour congestion as people learn to rely less on cars.

TR 53-17 to TR 59-17 – (Wellington Central, Te Aro, Thorndon and Mt. Victoria)

Submitter: Erik Zydervelt

Agree: Yes

I am writing on behalf of Mevo Limited. As an interested party I wish to express our strong support for Wellington City Council making the soundfiscal decision to allocate public parking spaces for Mevo Car Share in the following locations:

- Balance Street and Maginnity Street
- Willeston Street
- Cable Street
- Bolton Street
- Victoria Street slip lane
- Elizabeth Street
- Hill Street

I would also like to take this opportunity to share with the Wellington City Council the reasons we as a business are in support;

Benefits of Car Sharing

Research demonstrates that car sharing creates a variety of social, environmental and economic benefits, including lower private vehicle ownership rates, increased rates of walking and biking, and decreased greenhouse gas emissions. Recent studies show that use of car sharing results in:

- Users who choose car sharing services over owning a car reduce their total household transport budget. These savings will be spent somewhere – investigations suggest a high proportion is spent locally including on more entertainment.¹ This is inline with the Ten Year Plan “providing more entertainment and leisure opportunities and a wider range of attractions”.

- Research shows that car sharing reduces the financial costs of driving for individuals and businesses. Car sharing increases the access to automobiles for people who may not be able to afford a car.² This is inline with the Ten Year Plan “making all residents more prosperous, so they can reach their potential and live enjoyable and fulfilling lives”.
- The City of Sydney’s support of car sharing services delivers a return of \$6.16 for every \$1 invested.³ This is inline with the Ten Year Plan “releasing capital to invest in higher quality of life for all and a stronger environment”.
- Lower vehicle ownership: Martin and Shaheen (2011) found that for every 1 car sharing vehicle in a neighborhood 9-13 private vehicles were either shed or avoided.⁴ This is inline with the Ten Year Plan “working with others to make the city’s transport system more efficient by prioritising public transport, investing in new cycleways and walkways, and reducing bottlenecks on the road network, as well as continuing to focus on reducing resource use, waste and pollution”.
- Increased walking and bicycling: Martin and Shaheen also found that household car sharing usage resulted in a small, but statistically significant, 3-6% net increase in hours walked or biked.⁵ (See above point)
- Decreased greenhouse gas emissions: Car sharing reduces annual net greenhouse gas emissions of car sharing households, and encourages a “shared-vehicle, low-mileage lifestyle.”⁶ This is inline with the Ten Year Plan “releasing capital to invest in higher quality of life for all and a stronger environment”.

Additionally, we wish to complement the Wellington City Council in acting on behalf of us as ratepayers for their continued support of car sharing. Finally, we wish to express our desire to see the continued support of Wellington City Council in providing additional parking spaces for car sharing providers who deliver a sufficient level of utilisation to their membership and thus the city. The world is changing fast and we would like to see the Council continue the great work undertaken to make Wellington internationally competitive supporting the objective of “attracting new skilled migrants to live, work and establish businesses in the city” as discussed in the Ten Year Plan.

¹ According to IRS data, about 73% of the retail price of gas and 86% of the retail price of cars is the “cost of goods sold,” which immediately leaves the local economy. The \$1.1 billion Portlanders don’t spend on car travel translates into \$800 million that is not leaving the local region. - Portland’s Green Dividend A White Paper from CEOs for Cities by Joe Cortright (jcortright@impresaconulting.com) July, 2007

2 National Research Council TCRP Report 108 Car-Sharing Where and How It Succeeds Washington, DC The National Academies Press, 2005 http://onlinepubs.tih.org/onlinepubs/tcip/lcip_rpt_108.pdf

3 Phillip Boyle and Associates, The Impact of Car Share Services in Australia, International Car Sharing Association 7 January 16

4 Elliot Martin and Susan Shaheen "The Impact of Carsharing on Household Vehicle Ownership " Access, 38 Spng 2011 22-27

5 Elliot Martin and Susan Shaheen "The Impact of Carsharing on Public Transit and Non-Motorized Travel: An Exploration of North American Carsharing Survey Data" Energies, Basel, Switzerland, Nov 2011

6 Elliot Martin and Susan A Shaheen "Greenhouse Gas Emission Impacts of Carsharing in North America " IEEE Transactions on Intelligent Transportation Systems, Vol 12, No 4, December 2011

TR 60-17 to TR 72-17 – (Wellington Central, Te Aro, Thorndon, Khandallah, Newtown, Kilbirnie, Hāitaitai, Aro Valley, Karori)

Submitter: Harry Wilson

Agree: Yes

I am writing this submission on behalf of the NZ Transport Agency regarding the following traffic resolution numbers:

TR 60 -17 Grey Street, Convert metered parking space to electric vehicle charging station

TR 61-17 Courtney Place, Convert metered parking space to electric vehicle charging station

TR 62-17 Molesworth Street, Convert metered parking space to electric vehicle charging station

TR 63-17 Panama Street, Convert metered parking space to electric vehicle charging station

TR 64-17 Ganges Road, Convert parking space to electric vehicle charging station

TR 65-17 Constable Street, Convert parking space to electric vehicle charging station

TR 66-17 Kilbirnie Crescent, Convert parking space to electric vehicle charging station

TR 67-17 Taurima Street/Moxham Avenue Intersection, Convert parking space to electric vehicle charging station

TR 68-17 Aro Street, Convert parking space to electric vehicle charging station

TR 69-17 Karori Road, Convert parking space to electric vehicle charging station

TR 70-17 Bond Street & Cornhill Street, Convert parking space to electric vehicle

charging station

TR 71-17 Brandon Street, Convert metered parking space to electric vehicle

charging station

TR 72-17 Stout Street, Convert metered parking space to electric vehicle charging station

We welcome Wellington City Council's initiative and commend them for taking the lead on this. The Transport Agency believes that the existence of public charging infrastructure is key to moving beyond the early stages of electric vehicle uptake. International evidence shows that "range anxiety" must be addressed for internal combustion engine (ICE) drivers, who are accustomed to the service station model, to be open to the possibility of driving an electric vehicle. We believe that the placement of charging stations in strategic, high profile locations will encourage drivers to consider purchasing an electric vehicle as they will see that the infrastructure exists, and that there are parking incentives to owning an electric vehicle. We think it would be valuable to report on the uptake of this initiative, particularly the usage of each site, as this would inform other road controlling authorities on the benefits of these types of activities.

We would also encourage Wellington City Council to consider how the electric vehicle charging needs of residents without off-street parking could be met.

In April 2017, the Transport Agency released its vision for a nationwide network for public charging infrastructure. We aspire to have nationwide coverage of DC (fast) charging stations every 75km along national, regional, and arterial state highways; and AC (slow/medium/fast) charging stations every 50km along primary and secondary collector routes. It is important that public charging infrastructure is safe, reliable and interoperable and we expect new installations to comply with our recommendations for public charging infrastructure. Our recommendations can be found online at: <http://www.nzta.govt.nz/planning-and-investment/planning/planning-for-electric-vehicles/national-guidance-for-public-electric-vehicle-charging-infrastructure/>.

TR 70-17 to TR 72-17 – (Wellington Central)

Submitter: Darryl Hanson

Agree: Yes

Fast charging stations, in my opinion, should always be allocated in pairs. The experience of not being able to park if another car is already charging, or finding a non-electric vehicle parked in the way of the charger is very difficult. The most popular electric cars in New Zealand have a limited range, so often it is difficult to drive to another charger if the charger is blocked by another vehicle. This is for 'necessity charging' the car is specifically driven to this location for the act of

charging the car to complete the onward or return journey. I recommend that two parking spaces be allocated for fast chargers. To clarify, there don't need to be two chargers, just a second place to wait for the first car, or a second place to charge if another vehicle is parked in the way that the charging cable can reach to.

Submitter: Rebekah Rennell

Agree: Yes

Submission on Proposed Traffic Resolutions TR 70-17 (Part of Bond Street and Cornwall Street), TR 71-17 (Part of Brandon Street) and TR 72-17 (Part of Stout Street). ChargeNet, as a partner in the proposed Wellington Central Rapid Charger Project, welcomes the opportunity to provide feedback on the above three proposed resolutions.

ChargeNet supports the initiative taken by Wellington City Council (WCC) to address current and future infrastructure needs to support zero carbon travel, in particular rapid DC charging installations as per the installations planned for the sites at Bond Street, Brandon Street and Stout Street.

Contact, ChargeNet, and Wellington Electricity (WE) have collaboratively responded to WCC request for a proposal to partner and provide rapid charging facilities at the three nominated sites. All three parties have signed a Memorandum of Understanding with WCC demonstrating this intent. The support by council of TR 70-17, 71-17, and 72-17 would allow delivery of the project.

The particular value of these three sites should be recognized: rapid DC charging differs from opportunity (slow AC) charging as it facilitates travel. In 20 minutes, the average (NZ) Electric Vehicle can recharge to 80%. AC charging opportunities are valuable to increase visibility and encourage uptake; only rapid DC charging is considered by the NZTA to facilitate travel.

Therefore the allocation of these three sites presents an exceptionally high value - servicing a demonstrated need for all Wellingtonians.

Outline

- The parties in conjunction with WCC plan to install three Tritium 'Veefil' 50 kW DC rapid chargers, one each at each location.
- Each unit will be installed and maintained in accordance with NZTA's Public Charging Infrastructure Guidance, and WorkSafe's Electric Vehicle Charging Safety Guidelines, and take into account and manage the project, safety, legal and other risks and requirements highlighted. All of the parties have exceptional project delivery capabilities and track records, having been separately responsible for delivery and management of an array of complex

infrastructure projects, at all levels of service delivery – from generation; distribution; retailing; marketing; operation and maintenance.

Demonstration of capacity to deliver

The proposed resolution would enable delivery of the project. All parties are well placed to deliver this project to the highest standard. Each of the parties has exceptional project delivery capabilities and track records, having been separately responsible for delivery and management of an array of complex infrastructure projects. Each has sufficient legal, environmental, safety and operational experience to plan for, prepare, manage, and execute successful applications and submissions to satisfy these requirements.

- Contact executes energy infrastructure projects of this complexity on a very frequent basis and will take overall Project lead.
- WE is expert at managing the installation of enabling infrastructure on its distribution network.
- WCC is uniquely positioned to manage the local planning and regulatory requirements to enable on- street EV charging.
- ChargeNet is New Zealand's leading operator and manager of integrated EV charging infrastructure, and has formal working relationships with over 50 organisations, local authorities and electricity industry participants.

Commitment to safety, reliability and interoperability

- The parties are mindful of the NZ Transport Agency guidance for public charging infrastructure - in particular, the Minimum Requirements for the Nationwide Network in terms of safety, reliability and interoperability, as well as WCC policy and strategy.
- The proposal is to use Type 2 or IEC 62196 charging standard; the latest standard for electric vehicle charging infrastructure in New Zealand, and agreed by ChargeNet NZ with many network and other affected parties. This will ensure as far as practicable the proposed charging stations are consistent with a safe, accessible and usable network over the long term, with particular focus on the needs of Wellington City EV users.
- The ChargeNet network management connects these installations with a nationwide rapid DC charging network. Network management software is written open protocol, and the proposed Tritium Veefil units are OCPP compatible. This future proofs infrastructure, as hardware and network management are untethered. ChargeNet networked infrastructure uses Australasian based web services, insulating from international Internet outages. Highly detailed telemetry including real time load management (all

telemetry reporting at 2 second intervals) ensures an absolute minimum redundancy. A high standard of localized network management is critical for resilient infrastructure that facilitates transport.

Alignment with WCC strategy

- The proposed resolutions to allow the three sites for rapid charging directly support WCC strategy - to help reduce the city's greenhouse emissions and support and increase sustainable transport choices for residents through a public-private partnership – are aligned as far as possible with the Low Carbon Capital Plan, Wellington Resilience Strategy, Wellington Urban Growth Plan and Wellington 2040.
- The case for public EV charging infrastructure in Wellington that facilitates travel- specifically, rapid charging - is particularly unique. Wellington's topography denies many of its citizens the convenience of home-based EV charging, otherwise available to an estimated 80% of New Zealanders. Thus, access to centralised, rapid charging is considered essential to facilitate EV uptake in Wellington's unique urban environment.
- There is already evidence of strong demand for centralised rapid EV charging in Wellington. The City's only current rapid EV charger located at the Z Energy on Vivian Street (and managed by ChargeNet) is New Zealand's busiest unit. In the last 12 months since installation, the unit has delivered 8,290Kwh DC, providing a regular service to over 350 users. This profile - coupled with ChargeNet's insight to unique customers - clearly demonstrates the need for charging support for both Wellingtonians and visitors to the City. Rapid charging differs obviously in profile to the opportunity for slow charging planned for Wellington central- it reliably facilitates travel for Wellington EV owners and tourists. It is intended, and in the opinion of the applicant parties, likely, to become a critical feature of Wellingtons charging ecosystem.

Site location

- ChargeNet agrees with the sites as prioritized by council. As New Zealand's largest charging infrastructure provider, we are well placed to assess overall site viability, and surrounding issues unique to a region.
- Installations at each site would provide benefits to both the businesses surrounding the location and EV drivers - with parking times at each site recommended to support these location specific benefits. For example, the Bond street site P60 proposal allows charging in a time frame best placed to provide benefits to surrounding retailers and restaurants. The high usage of the Brandon and Stout Street locations provide proof of the usability of the site, and exceptional visibility of infrastructure to support EVs, in line with WCC goals.

Recommendation

The council supports proposed traffic resolutions 70-17 (Part of Bond street and Cornwall Street), 71-17 (Part of Brandon Street) and 72-17 (Part of Stout Street).

FEEDBACK ON INDIVIDUAL SPACES

Please see the individual traffic resolution reports for these submissions and officer's responses.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 50 – 17
Location: 7 Ballance Street, Wellington Central
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert an existing P120 metered car park at the intersection of Featherston/ Ballance Streets (parking bay no. 2021) into a parking space dedicated to car-share vehicles. The P120 time restriction will be removed.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Key Dates:**

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:*Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Ballance Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, commencing 40 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748945.3 m, y= 5428412.5 m), and extending in a north-westerly direction following the kerbline for 11 metres. (2 parallel carparks)</i>

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

Column One	Column Two	Column Three
Ballance Street	<i>Car share, at all times</i>	<i>Southwest side, commencing 45.2 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748945.3 m, y= 5428412.5 m), and extending in a north-westerly direction following the kerbline for 5.8 metres. (1 parallel carpark)</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Ballance Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, commencing 40 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748945.3 m, y= 5428412.5 m), and extending in a north- westerly direction following the kerbline for 5.2 metres. (1 parallel carpark)</i>

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

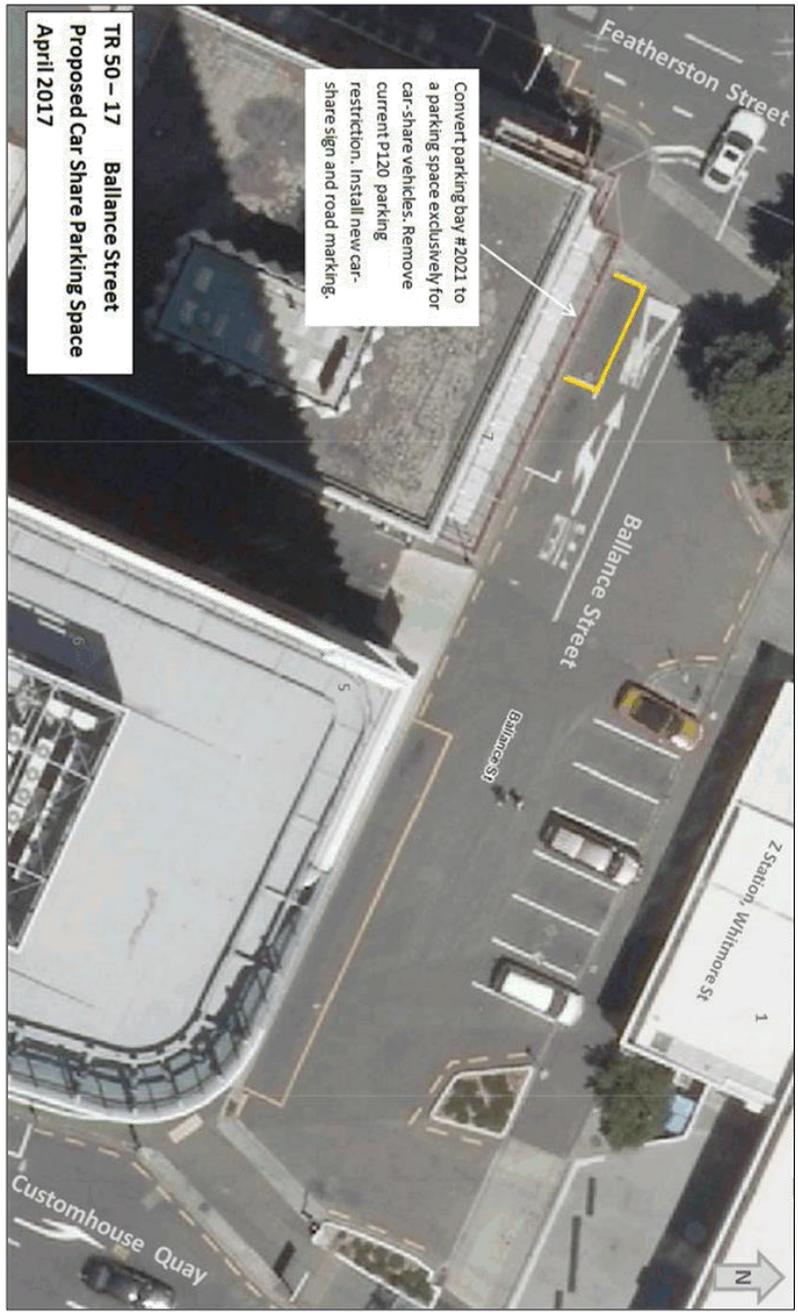
(Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 50 – 17	
Location:	7 Ballance Street, Wellington Central	
Proposal:	Car Share Vehicle Parking Space	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	203	97.60%
No	5	2.40%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

There was no negative feedback received specific to this location.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 51 – 17
Location: 35-37 Victoria Street, Wellington Central
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert an existing P120 metered car park south of the Victoria/ Willeston Streets intersection (parking bay no. 2833) into a parking space dedicated to car-share vehicles. The P120 time restriction will be removed.

PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Victoria Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 15.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748803.8 m, y= 5427887.8 m), and extending in a southerly direction following the kerbline for 35.5 metres. (6 parallel carparks)</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>Car share, at all times</i>	<i>West side, commencing 45.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748803.8 m, y= 5427887.8 m), and extending in a southerly direction following the kerbline for 5.5 metres. (1 parallel carpark)</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One

Column Two

Column Three

Victoria Street

*Metered parking,
P120 Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am -
8:00pm, Saturday
and Sunday 8:00 -
6:00pm.*

*West side, commencing 15.5
metres south of its intersection
with Willeston Street (Grid
coordinates x= 1748803.8 m, y=
5427887.8 m), and extending in
a southerly direction following
the kerbline for 30.0 metres. (5
parallel carparks)*

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



Wellington City Council | 4 of 9

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 51 – 17	
Location:	35-37 Victoria Street, Wellington Central	
Proposal:	Car Share Vehicle Parking Space	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	202	97.58%
No	5	2.42%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

There was no negative feedback received specific to this location.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 52 – 17
Location: 20 Bond Street, Wellington Central
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert an existing P120 metered car park outside 20 Bond Street (parking bay no. 3057) into a parking space dedicated to car-share vehicles. The current time restriction for this space will be removed.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Key Dates:**

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Bond Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, commencing 8.7 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 12 metres. (2 parallel carparks)</i>

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

Column One	Column Two	Column Three
Bond Street	<i>Car share, at all times</i>	<i>Southwest side, commencing 14.7 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 6.0 metres. (1 parallel carpark)</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One

Column Two

Column Three

Bond Street

*Metered parking,
P120 Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am -
8:00pm, Saturday
and Sunday 8:00 -
6:00pm.*

*Southwest side, commencing
8.7 metres northwest of its
intersection with St Hill Street at
(Grid coordinates x= 1748689.6
m, y= 5427611.3 m), and
extending in a north-westerly
direction following the kerbline
for 6.0 metres. (1 parallel
carpark)*

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 52 – 17	
Location:	20 Bond Street, Wellington Central	
Proposal:	Car Share Vehicle Parking Space	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	201	97.57%
No	5	2.43%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

There was no negative feedback received specific to this location.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 60 – 17

Location: 1 Grey Street, Wellington Central

Proposal: Electric Vehicle Charging Station, P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert the existing P120 metered car park next to the phone booth outside 1 Grey Street (parking bay no. 2393) into a dedicated electric vehicle charging station.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

While the time restriction of a maximum 120-minute stay will be still in place together with metered parking restriction, the space will be reserved for electric vehicles only.

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Grey Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>South side, commencing 8.5 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748807.8 m, y= 5428084.8 m), and extending in a westerly direction following the kerbline for 53.5 metres.</i>

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

Column One	Column Two	Column Three
Grey Street	<i>Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>South side, commencing 35.4 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748807.8 m, y= 5428084.8 m), and extending in a westerly direction following the kerbline for 6.2 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Grey Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>South side, commencing 8.5 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748807.8 m, y= 5428084.8 m), and extending in a westerly direction following the kerbline for 26.9 metres.</i>

Column One	Column Two	Column Three
Grey Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>South side, commencing 41.6 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748807.8 m, y= 5428084.8 m), and extending in a westerly direction following the kerbline for 20.4 metres.</i>

Prepared By: Charles Kingsford (Principal Traffic Engineer T/L)

Approved By: Steve Spence (Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 60 – 17	
Location:	1 Grey Street, Wellington Central	
Proposal:	Electric Vehicle Charging Station, P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	203	97.13%
No	6	2.87%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

Please see below for specific comments relating to this location:

Submitter: Lisa Scott
Agree: Yes

There will need to be tight controls on the taxis who will park here to service the Intercontinental Hotel.

Officer's response:

Parking enforcement will be notified of this change of use and will enforce this space accordingly.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 61 – 17

Location: 81 Courtenay Plance, Wellington Central

Proposal: Electric Vehicle Charging Station, P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert the existing P120 metered car park next to the Spark phone booth outside 81 Courtenay Place (parking bay no. 1414) into a dedicated electric vehicle charging station.

PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

While the time restriction of a maximum 120-minute stay will be still in place together with metered parking restriction, the space will be reserved for electric vehicles only.

Key Dates:

- | | | |
|----|--|---------------|
| 1) | Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) | Feedback period closes. | 5 May 2017 |
| 3) | If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) | If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Courtenay Place	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, following the kerbline 109.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749129.1 m, y= 5427133.4 m), and extending in a north-westerly direction for 43.5 metres. (7 parallel carparks)</i>

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

Column One	Column Two	Column Three
Courtenay Place	<i>Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Southwest side, following the kerbline 109.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749129.1 m, y= 5427133.4 m), and extending in a north-westerly direction for 6.0 metres. (1 parallel carpark)</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Courtenay Place	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, following the kerbline 115.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749129.1 m, y= 5427133.4 m), and extending in a north- westerly direction for 37.5 metres. (6 parallel carparks)</i>

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 61 – 17	
Location:	81 Courtenay Place, Wellington Central	
Proposal:	Electric Vehicle Charging Station, P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	202	97.58%
No	5	2.42%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

Please see below for specific comments relating to this location:

Submitter: Lisa Scott
Agree: Yes

There will need to be tight controls on the taxis who will park here to service Courtenay Place.

Officer's response:

Parking enforcement will be notified of this change of use and will enforce this space accordingly.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 62 – 17

Location: 79-83 Molesworth Street, Thorndon

Proposal: Electric Vehicle Charging Station, P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert the existing metered car park next to the phone booth outside 79-83 Molesworth Street (parking bay no. 4209) into a dedicated electric vehicle charging station.

PROPOSED TRAFFIC RESOLUTION

While the time restriction of a maximum 120-minute stay will be still in place together with metered parking restriction, the space will be reserved for electric vehicles only.

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Molesworth Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 13 metres north of its intersection with Hawkestone Street (Grid Coordinates X=2658917.001976 m, Y=5990906.929244 m) and extending in a northerly direction following the kerbline for 15 metres. (3 parallel carparks)</i>

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

Column One	Column Two	Column Three
Molesworth Street	<i>Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 23 metres north of its intersection with Hawkestone Street (Grid Coordinates X=2658917.001976 m, Y=5990906.929244 m) and extending in a northerly direction following the kerbline for 5 metres. (1 parallel carpark)</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Molesworth Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 13 metres north of its intersection with Hawkestone Street (Grid Coordinates X=2658917.001976 m, Y=5990906.929244 m) and extending in a northerly direction following the kerbline for 10 metres. (2 parallel carparks)</i>

Prepared By: Charles Kingsford (Principal Traffic Engineer T/L)

Approved By: Steve Spence (Chief Transport Advisor)

Date: 18/05/17

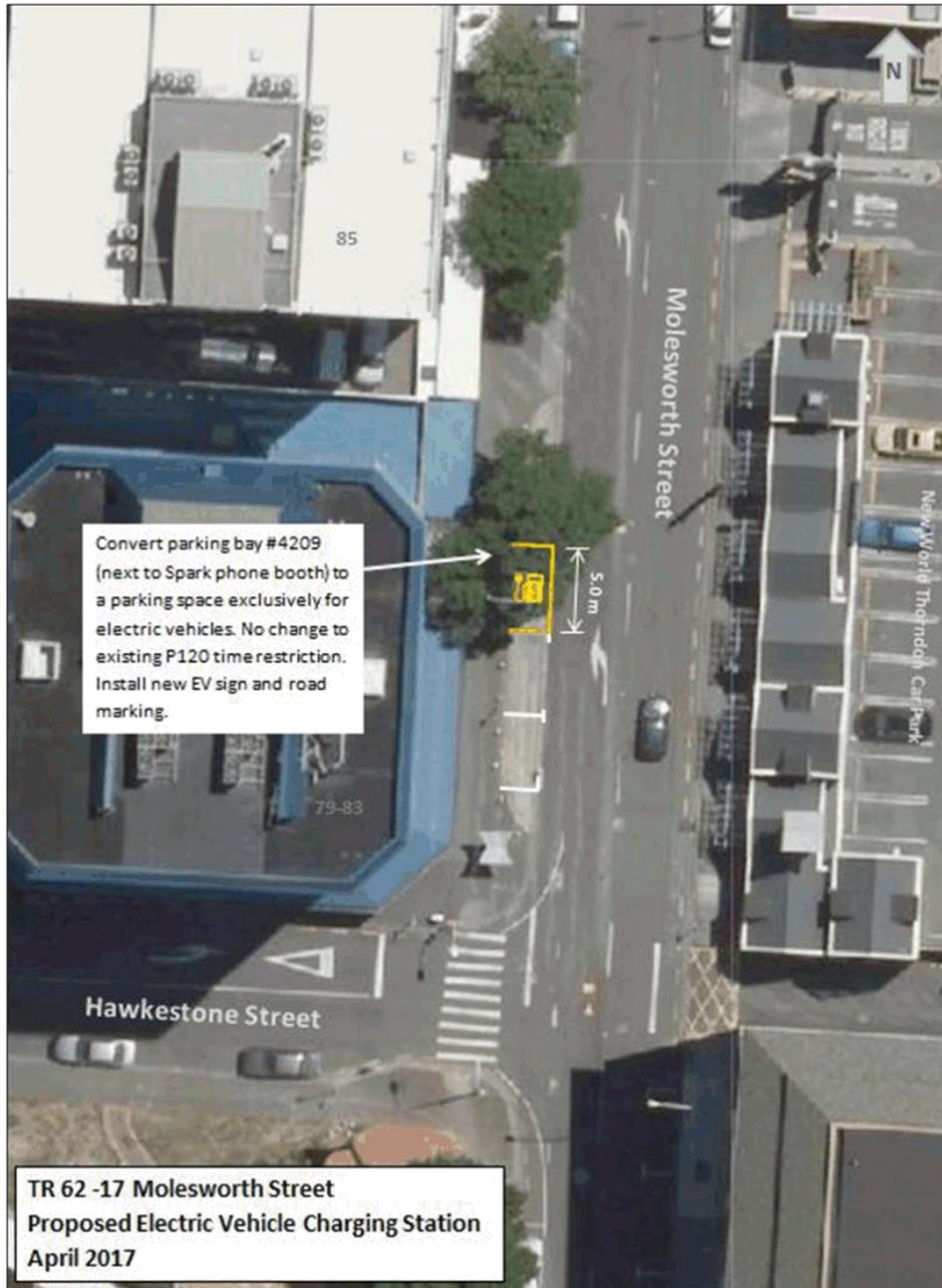
WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone:+64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



Wellington City Council | 4 of 9

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 62 – 17	
Location:	79-83 Molesworth Street, Thorndon	
Proposal:	Electric Vehicle Charging Station, P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	202	97.58%
No	5	2.42%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

There was no negative feedback received specific to this location.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 63 – 17
- Location:** 25 Panama Street, Wellington Central
- Proposal:** Electric Vehicle Charging Station, P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.
- Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert the existing P120 metered car park next to the phone booth outside 25 Panama Street (parking bay no. 2588) into a dedicated electric vehicle charging station.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

While the time restriction of a maximum 120-minute stay will be still in place together with metered parking restriction, the space will be reserved for electric vehicles only.

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Panama Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, following the kerbline 67 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 18 metres. (6 angle carparks)</i>

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

Column One	Column Two	Column Three
Panama Street	<i>Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Southwest side, following the kerbline 82 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 3 metres. (1 angle carpark)</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Panama Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, following the kerbline 67 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south- easterly direction for 15 metres. (5 angle carpark)</i>

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

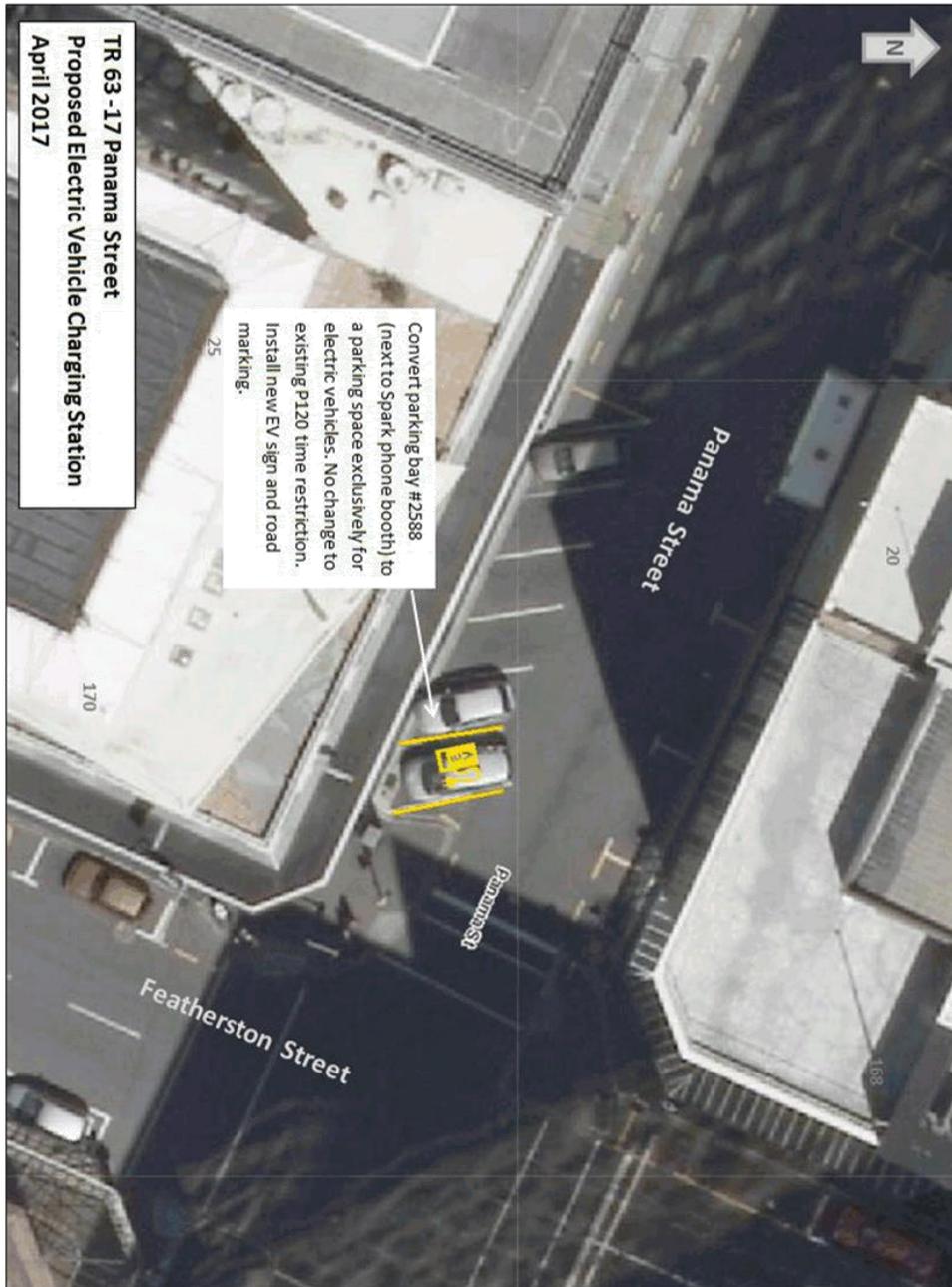
(Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 63 – 17	
Location:	25 Panama Street, Wellington Central	
Proposal:	Electric Vehicle Charging Station, P120 Maximum, at all times.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	203	97.60%
No	5	2.40%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

Please see below for specific comments relating to this location:

Submitter: Lisa Scott
Agree: Yes

There will need to be tight controls on commercial vehicles using the space to deliver goods.

Officer's response:

Parking enforcement will be notified of this change of use and will enforce this space accordingly.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 64 – 17

Location: 5 Ganges Road, Khandallah

Proposal: Electric Vehicle Charging Station, P120 Maximum, at all times.

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert the existing angled car park next to the Spark phone booth outside 5 Ganges Road into a dedicated electric vehicle charging station.

PROPOSED TRAFFIC RESOLUTION

The time restriction of a maximum 10-minute stay will be extended to 120 minutes and the space will be reserved for electric vehicles only.

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Ganges Road	<i>P10, Monday to Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 11.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 23.4 metres.(8 angled parking spaces)</i>

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

Column One	Column Two	Column Three
Ganges Road	<i>P10, Monday to Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 11.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 20.0m metres.(7 angled parking spaces)</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One

Ganges Road

Column Two

Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.

Column Three

East side, commencing 31.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 3.4m metres.(1 angled parking space)

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
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Phone:+64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



FEEDBACK RECEIVED

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 64 – 17	
Location:	5 Ganges Road, Khandallah	
Proposal:	Electric Vehicle Charging Station, P120 Maximum, at all times.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	203	97.13%
No	6	2.87%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

Please see below for specific comments relating to this location:

Submitter: David Stevens
Agree: Yes

I don't disagree with the proposal to reserve one parking space for electric cars. However, as a general comment, it is very difficult to find a parking space in Khandallah village for people who want to make a quick call into one of the shops, post office or chemist for example. I think that more of the parks in the village that are currently one-hour limit parks should be changed to 10 minute parks to ensure a quicker turnover and more availability for short term parking. To offset this, some of the unrestricted parking on Agra Crescent, Decca St and Ganges Street south of the village should be changed to one-hour limit parking parks.

Officer's Response:

A parking review of the nearby adjacent street(s) as indicated will be undertaken to address the concerns raised. It is noted that there is a heavy demand for short term parking in this suburban shopping area.

Submitter: Jennie Smith
Agree: No

Khandallah Village is mainly used by the local community who would have no need to charge their cars while popping out to the shops for 1/2 an hour. There is not enough parking on Ganges Road at the best of times, to lose another car park that may seldom be used would be very damaging to the local businesses.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's Response:

Providing the amenity to change to EV's will incentivise electric vehicle ownership, which aligns with the Council's agreed Low Carbon Capital plan. It is worthy of note that not a single car park will be lost, the car park is just being dedicated to the use of electric vehicles in one of the easiest parts of the city to own an electric vehicle.

A parking review of the nearby adjacent street(s) as indicated will be undertaken to address the concerns raised. It is noted that there is a heavy demand for short term parking in this suburban shopping area.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 65 – 17

Location: 12 Constable Street, Newtown

Proposal: Electric Vehicle Charging Station, P120 Maximum, at all times.

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert part of the existing parking bay outside 12 Constable St into a dedicated electric vehicle charging station.

PROPOSED TRAFFIC RESOLUTION

The time restriction of a maximum 20-minute stay will be extended to 120 minutes and the space will be reserved for electric vehicles only.

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Constable Street	<i>P20, Monday to Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 141 metres west of its intersection with Daniell Street and extending in a westerly direction following the southern kerbline for 33.5 metres.</i>

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

Column One	Column Two	Column Three
Constable Street	<i>P20, Monday to Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 141 metres west of its intersection with Daniell Street (Grid Coordinates x= 1749153.7 m, y= 5424915.0 m) and extending in a westerly direction following the southern kerbline for 10.8 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Constable Street	<i>P20, Monday to Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 157.8 metres west of its intersection with Daniell Street (Grid Coordinates x= 1749153.7 m, y= 5424915.0 m) and extending in a westerly direction following the southern kerbline for 16.7 metres.</i>
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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Constable Street	<i>Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.</i>	<i>South side, commencing 151.8 metres west of its intersection with Daniell Street (Grid Coordinates x= 1749153.7 m, y= 5424915.0 m) and extending in a westerly direction following the southern kerbline for 6.0 metres.</i>

Prepared By: Charles Kingsford (Principal Traffic Engineer T/L)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 18/05/17

WCC Contact:
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Senior Analyst - Strategy
Wellington City Council
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Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



FEEDBACK RECEIVED

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 65 – 17	
Location:	12 Constable Street, Newtown	
Proposal:	Electric Vehicle Charging Station, P120 Maximum, at all times.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	202	97.12%
No	6	2.88%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

Please see below for specific comments relating to this location:

Submitter: Rhedyn Law
Agree: No

While I generally agree with the proposal, Constable Street is currently part of a proposal for cycling connections between Kilbirnie and Newtown. While the actual route is subject to consultation, this section of Constable may be impacted by the final route selection and design. Finalisation of this parking conversion should be deferred until it is confirmed that the charging station would not need to be removed as a part of the cycleway design.

Officer's Response:

Depending on the timeline for this cycleway consultation, it may be deferred, however indications are that a solution that removes this parking space is unlikely. Removal is in expensive, albeit it will require formal consultation and can be handled if a solution is selected that requires this space for any other sustainable mode.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 66 – 17

Location: 101 Kilbirnie Crescent, Kilbirnie

Proposal: Electric Vehicle Charging Station, P120 Maximum, at all times.

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert a parking space within the Wellington Regional Aquatic Centre/ Kilbirnie Recreation Centre car park into a dedicated electric vehicle charging station. It is located directly in front of the phone booth near the zebra crossing at Childers Terrace. Part

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

of this car park is within the road reserve.

Time restriction of a maximum stay of 120 minutes will be applied to this parking space and it will be reserved for electric vehicles only.

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Kilbirnie Crescent	<i>Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.</i>	<i>North side, commencing 122.1 metres west of its intersection with Evans Bay Parade (Grid Coordinates x= 5424490.729m, y= 1750261.044m) and extending in a westerly direction following the kerbline for 2.5 metres.</i>

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

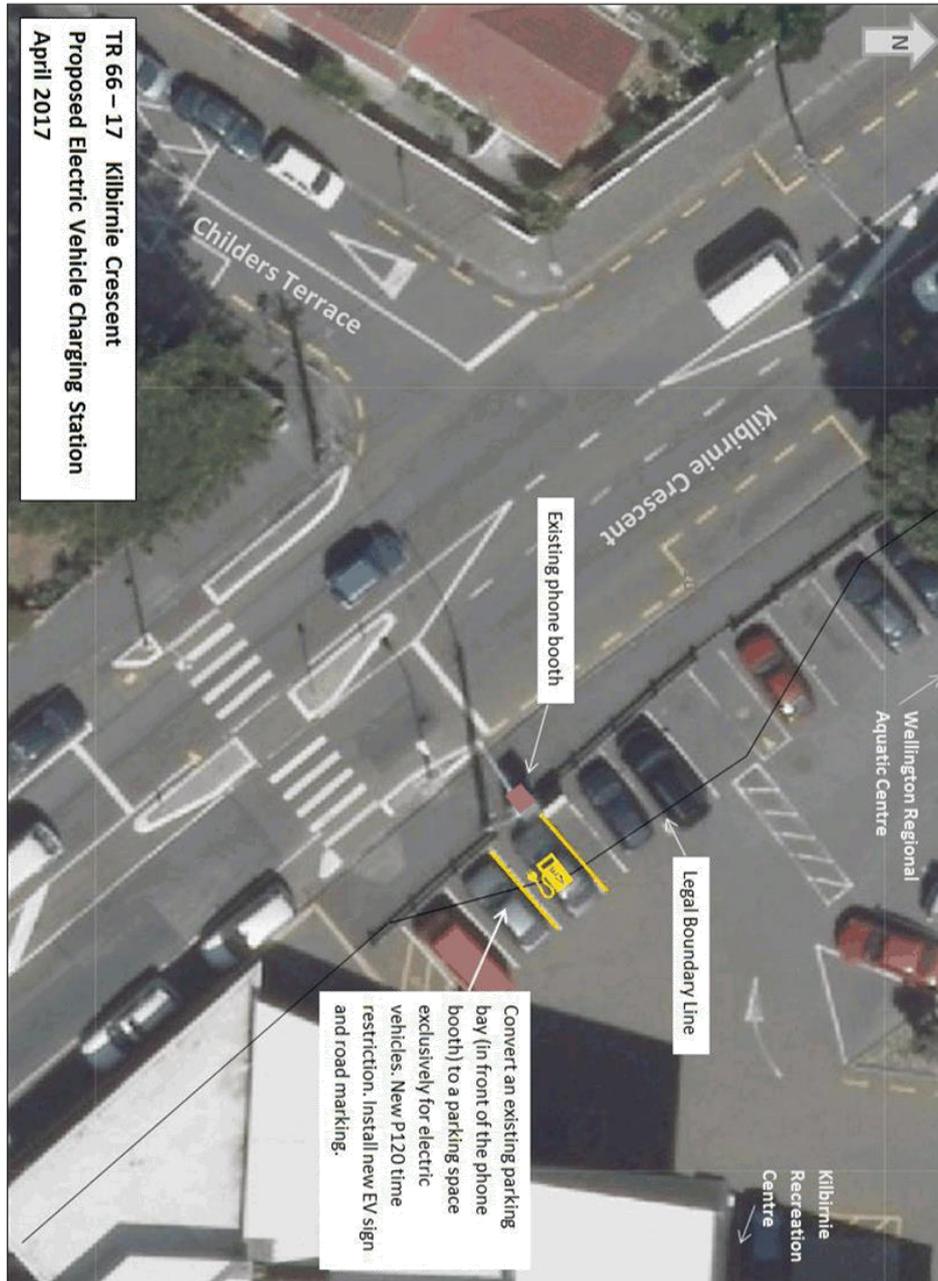
Date: 18/05/17

WCC Contact:

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Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 66 – 17	
Location:	101 Kilbirnie Crescent, Kilbirnie	
Proposal:	Electric Vehicle Charging Station, P120 Maximum, at all times.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	202	97.58%
No	5	2.42%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

There was no negative feedback received specific to this location.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 67 – 17

Location: Taurima Street, outside 10 Moxham Avenue, Hataitai

Proposal: Electric Vehicle Charging Station, P120 Maximum, at all times.

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert part of the P60 parking bay on Taurima Street into a dedicated electric vehicle charging station.

Time restriction of a maximum stay of 120 minutes will be applied to this parking space and it will be reserved for electric vehicles only.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 18 April 2017
- 2) Feedback period closes. 5 May 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 8 June 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

Legal Description:

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

Column One	Column Two	Column Three
Taurima Street	<i>P10, Except 8:30am - 9:00am, 2:30pm - 3:30pm</i>	<i>North side, commencing 7.5 metres west of its intersection with Haitaitai Road and extending in a westerly direction following the northern kerblines for 19 metres.</i>

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

Column One	Column Two	Column Three
Taurima Street	<i>Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.</i>	<i>North side, commencing 7.5 metres west of its intersection with Moxham Avenue (Grid Coordinates x= 5425877.877m, y=1750171.086m) and extending in a westerly direction following the northern kerblines for 7.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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TR 67 – 17 Taurima Street
Proposed Electric Vehicle Charging Station
April 2017

Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 67 – 17	
Location:	Taurima Street, outside 10 Moxham Avenue, Hataitai	
Proposal:	Electric Vehicle Charging Station, P120 Maximum, at all times.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	202	97.58%
No	5	2.42%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

There was no negative feedback received specific to this location.

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Reference:	TR 68 – 17
Location:	109 Aro Street, Aro Valley
Proposal:	Electric Vehicle Charging Station, P120 Maximum, at all times.
Information:	<u>Summary</u>

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert the P20 parking bay on Aro Street west of Epuni Street into a dedicated electric vehicle charging station.

Time restriction of a maximum stay of 120 minutes will be applied to this

PROPOSED TRAFFIC RESOLUTION

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parking space and it will be reserved for electric vehicles only.

The nearest resident parking space outside 119 Aro Street will be converted to a P20 car park.

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One Aro Street	Column Two P20, Monday to Saturday, 8:00am - 6:00pm	Column Three South side, commencing 6.5 metres west of its intersection with Epuni Street and extending in a westerly direction following the southern kerbline for 10.5 metres.
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Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule

Column One Aro Street	Column Two No Stopping Except for Authorised Resident Vehicles At All Times	Column Three South side, commencing 36 metres west of its intersection with Epuni Street and extending in a westerly direction following the southern kerbline for 12 metres.
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Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One Aro Street	Column Two P20, Monday to Saturday, 8:00am - 6:00pm	Column Three South side, commencing 36 metres west of its intersection with Epuni Street (Grid Coordinates x= 5426952.434m, y= 1747871.101m) and
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PROPOSED TRAFFIC RESOLUTION

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Wellington City Council
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extending in a westerly direction following the southern kerblines for 6.0 metres.

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

Column One
Aro Street

Column Two
Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.

Column Three
South side, commencing 6.5 metres west of its intersection with Epuni Street (Grid Coordinates x= 5426952.434m, y= 1747871.101m) and extending in a westerly direction following the southern kerblines for 8.5 metres.

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

Column One
Aro Street

Column Two
No Stopping Except for Authorised Resident Vehicles At All Times

Column Three
South side, commencing 42.0 metres west of its intersection with Epuni Street (Grid Coordinates x= 5426952.434m, y= 1747871.101m) and extending in a westerly direction following the southern kerblines for 6.0 metres.

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 18/05/17

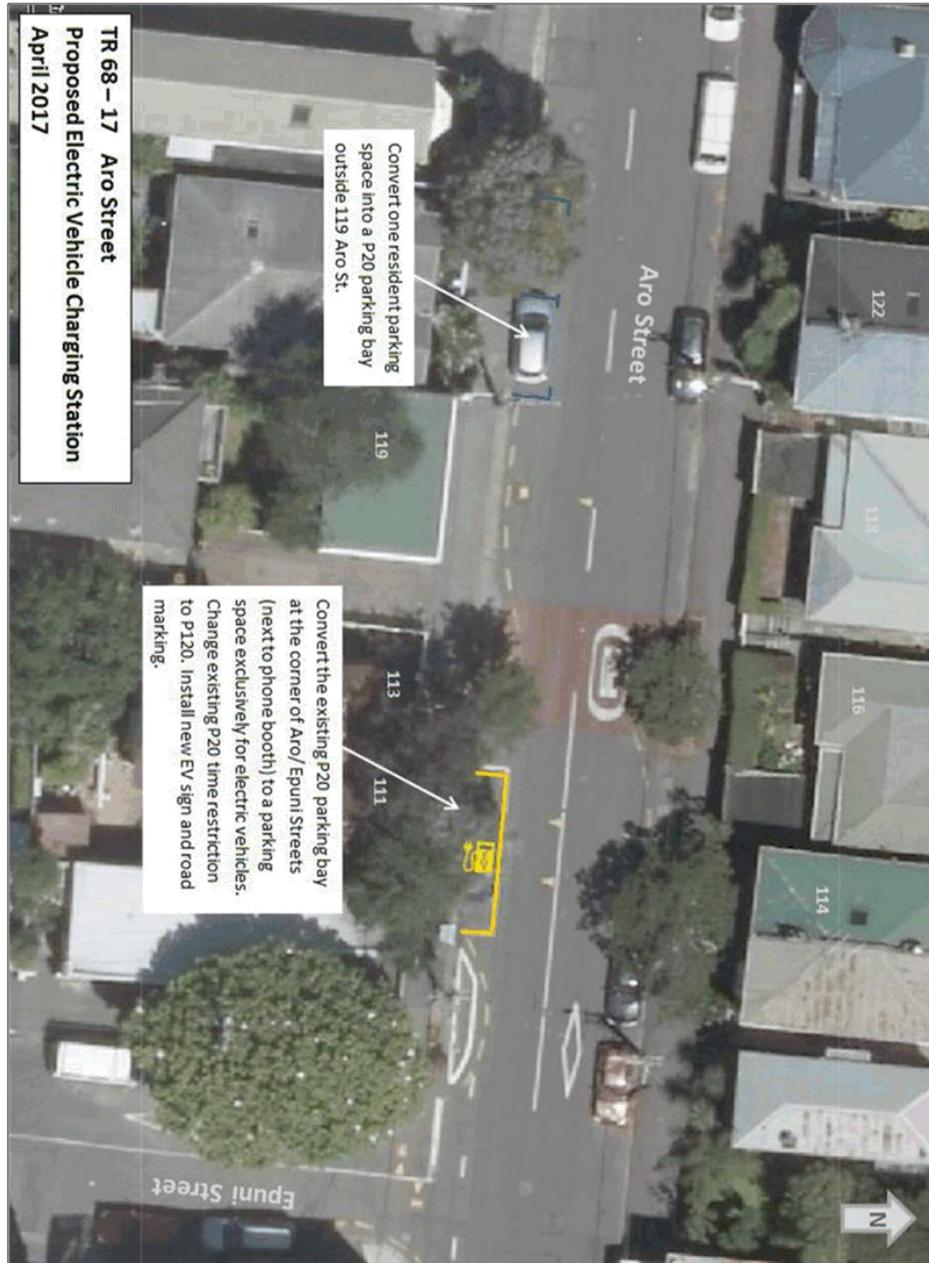
WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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Traffic Resolution Plan:



FEEDBACK RECEIVED

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Feedback received:

Reference:	TR 68 – 17	
Location:	109 Aro Street, Aro Valley	
Proposal:	Electric Vehicle Charging Station, P120 Maximum, at all times.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	202	95.73%
No	9	4.27%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

Please see below for specific comments relating to this location:

Submitter: Keith Clement
Agree: No

There are several fundamental problems with this policy and its specific implementation. While the encouragement of electric vehicle is admirable it is surprising that the Council is prepared to promote the interests of a private monopoly supplier (overseas owned Wellington Electricity) by allotting public space for their private profit. The more so as WE have scant regard for Wellington electricity consumers.(Ref: removal of off-peak rates as of 5 Jan this year) Overseas developments in this field are much more advanced relative to this sort of ad hoc placement. Charging options should be investigated and promoted with 'Destination Chargers' in parking buildings, apartment garaging, super market/ mall carparks (with solar collection from their considerable roof areas?),existing gas stations. Or as originally envisaged adjacent to highways to facilitate long distance travel between urban centres. Electricity charge stations are the next generation equivalent of petrol stations. They should not be placed in residential zones hard-up against residential activity such as sleeping spaces, as this proposal intends. As such it is contrary to the intentions of the District Scheme, is contrary to good planning practice and is unacceptable. Further the 24 hour-a-day activity,(of coming and going with doors banging, radios playing, conversations in the dead of night) is more appropriate for a Commercial Centre Zone. To locate this charging station on an arterial road (with 10 000 vehicle movements a day, and on the south side (traffic leaving the city) is a poorly judged traffic management decision. Further to accommodate this Station the existing P20 parking designation (serving the quasi-commercial use on the corner of Epuni St) is to be relocated deep into the Residential Zone contrary to good practice in that it erodes the Residential zone in favour of commercial use and further reduce parking available to residents which at certain times of the day is at a premium. This Proposal is rejected in its entirety. Mitigation: That Council should scrap this proposal and remove it from the residential area and place it in the

PROPOSED TRAFFIC RESOLUTION

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commercial zone at the previous service station (now The Garage Project) with a multi point charging station adjacent to Aro Park toilet block on the blind,(largely paper road) St John Street, which gives access to the sub-station and currently under specific traffic management 'authorised parking only'. This would be a reasonable solution and a sensible compromise.

Officer's Response:

This submission makes a number of errors in assertion. Wellington Electricity will not be involved in the delivery of the Aro St. electric vehicle charging station, Spark will be. As such, the charger itself and space for profit will be placed on private property(the phone box) and we are merely taking advantage of the opportunity to dedicate the space to electric vehicles to capitalize on this provided amenity that our valued partners are putting in place with the Council. Additionally, the carpark will continue to serve its primary purpose of generally being just a car park with a plug. Purporting it to be similar to a petrol station doesn't take into account the fact that electric charging is passive and occurs with the vehicle acting as any other parked vehicle may. As the submitter notes, it is adjacent to a building with a commercial use and while the "operating hours" of the charging station will be 24/7 as noted, the operating hours are fundamentally no different from the existing operating hours of the parking bay. Given the commercial use of the adjacent property, characterizing this parking bay as "deep in the residential zone" is relatively inaccurate. Ultimately, however, this provision will provide a charging option to the more than 50% of Aro Valley residences that have no access to off street parking, meaning more options and more chance to get an Electric Vehicle.

Submitter: Ford Anderson
Agree: No

As the Resident of 109, I do not want to have the comings and goings of Electric vehicles out the front of my house happening throughout the day. While I have no problems with Electric Vehicles in general I am uninterested in having a charging station out the front of my door.

Officer's Response:

While concerns about the comings and goings of vehicles are legitimate, the fact that this is an existing parking bay means that the impacts are likely to be lesser than the status quo – quieter electric vehicles mean, quite simply, that the noise impact will be fundamentally lower. Were this the creation of a car park that did not exist before, the consideration may be warranted, but the existing vehicle park is used for sometimes loud petrol vehicles. Ultimately, however, this provision will provide a charging option to the more than 50% of Aro Valley residences that have no access to off street parking, meaning more options and more chance to get an Electric Vehicle.

Submitter: Hugh Anderson
Agree: No

I am concerned of the noise at night time, as my house is immediately next to this location (I own 109 Aro Street). The phone outside our house is an example of this - we have had \

PROPOSED TRAFFIC RESOLUTION

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numerous events as a result of this phone - we have to call in when people smash the glass there, people loiter there, and talk loudly. It is a serious pain - a charging station would be much worse. It seems to me that you could use an area further up Aro Street, where the bus stop is, up near Holloway Road. This would have no night-time issues, as there are no residences nearby. In addition, the 20 minute stop outside 109 Aro St is extensively used for shopping, and removing it would put further pressure on limited existing parking spaces. Please do not put a charging station outside my house.

Officer's Response:

While the incidents noted – smashing glass, loitering and loud talking – are certainly a concern, they would be no worse or better if an electric vehicle charger were installed. The charging station would be passive, make no noise, and simply provide an amenity in an existing carpark. The concern about mitigating the impact on the shopping district is mitigated by the inclusion of an extra short-stay carpark one bay up the street. Ultimately, however, this provision will provide a charging option to the more than 50% of Aro Valley residences that have no access to off street parking, meaning more options and more chance to get an Electric Vehicle.

Submitter: Andrew Grant

Agree: No

I oppose the proposed changes re TR 68-17 (Part of) Aro Street. Convert parking space to electric vehicle charging station.

My reasons are:

- 1/ I believe charging stations should not be placed outside residential houses.
- 2/ This proposal takes out yet another car park in the shopping precinct.
- 3/ Finding a car park is already a big problem for people passing through and for residents.

A better place to site the charging station, I believe, would be in the St John's St parking spaces next to the Garage Project and in front of the sub-station. Doing this would alleviate the above problems. There are four spaces there that are currently marked with a sign displaying a red circle with a P inside it and a red cross and with the words "except for authorised vehicles". I've noticed that during the day there are always four vehicles parked there.

On June 2 last year I inquired as to who was authorised to park in these spaces. The inquiry number was 2464304. On June 7, I was rung by Jason from parking operations. He was unable to say who was authorised and said there were no records of council ratifying the parks. He said he would investigate further and then get back to me. However, I have not heard a thing since but would still like an answer. In the meantime someone has partly covered the sign with tape.

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Given the council cannot identify who is authorised to park in these spaces I believe they should be made available to the general public. I would support one of these spaces being used as an electric charging station.

Officer's response:

The parking space on Aro Street will remain a parking space, and will not be used in a fundamentally different way. Residents and visitors to the area will still have access to an equal number of carparks, though one will be restricted for those residents who choose to own an EV. This is a low-impact incentive that is an appropriate level of support for the Council. Additionally, this site is ideal as it allows us to mount the charger on a phone box, thus limiting the impact on pedestrians. Ultimately, however, this provision will provide a charging option to the more than 50% of Aro Valley residences that have no access to off street parking, meaning more options and more chance to get an Electric Vehicle.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Reference: TR 69 – 17

Location: 264 Karori Road, Karori

Proposal: Electric Vehicle Charging Station, P120 Maximum, at all times.

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert part of the existing parking bay outside 264 Karori Road into a dedicated electric vehicle charging station.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The time restriction of a maximum 30-minute stay will be extended to 120 minutes and the space will be reserved for electric vehicles only.

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Karori Road	<i>P30, at all times</i>	<i>North side, commencing 113.8 metres north of its intersection with Chamberlain Road (Grid Coordinates x= 5428132.388m, y= 1745353.83m) and extending in an easterly direction following the northern kerbline for 11.0 metres.</i>
Karori Road	<i>P30, at all times</i>	<i>North side, commencing 130.8 metres north of its intersection with Chamberlain Road (Grid Coordinates x= 5428132.388m, y= 1745353.83m) and extending in an easterly direction following the northern kerbline for 11.6 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One

Karori Road

Column Two

Parking place in the form of electric vehicles only parking. P120 Maximum, at all times.

Column Three

North side, commencing 124.8 metres north of its intersection with Chamberlain Road (Grid Coordinates x= 5428132.388m, y= 1745353.83m) and extending in an easterly direction following the northern kerbline for 6.0 metres.

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 18/05/17

Date:

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
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PROPOSED TRAFFIC RESOLUTION

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Traffic Resolution Plan:



Wellington City Council | 4 of 10

FEEDBACK RECEIVED

**Absolutely Positively
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Me Heke Ki Pōneke

Feedback received:

Reference:	TR 69 – 17	
Location:	264 Karori Road, Karori	
Proposal:	Electric Vehicle Charging Station, P120 Maximum, at all times.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	202	97.12%
No	6	2.88%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

Please see below for specific comments relating to this location:

Submitter: Leith & Kevin O'Connor
Agree: No

The proposed EV charging station for P120 at 264 Karori Road has been placed outside 5 small businesses. We all rely on the easy access provided by the current 30 minute arrangement, to ensure that people can conveniently park for their "quick" shopping.

While we understand the WCC intention to encourage electric vehicles, we expect the reduction in P30 parking availability to impact our business. The lost parking availability will significantly reduce access to our business for our customers, many of whom are aged, or have small children. This can be seen daily with the parks in high demand.

The immediately nearby by streets of Beauchamp and Parkvale also meet the criteria of being appropriate for the proposed EV charging station, when considered with the criteria applied to the CBD sites. In these areas parking for longer would be significantly less impactful on local businesses.

From the document we have been provided, the criteria to select the CBD sites differs to the criteria used in the suburbs. However the impacts of reduced general parking should be treated equally for businesses in the suburbs and the CBO.

1. The selection of parks chosen in the CBO intentionally are those less well used: "selecting parking spaces that were currently less well used in order to minimise the overall impact on the city's parking provision" (ref page 2 of Proposed Traffic Resolution document).

2. The CBO sites have fast charging which we have been advised will be either P30 or P60 In good faith of the consultation process we propose a win-win solution of:

PROPOSED TRAFFIC RESOLUTION

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- . Providing fast charging P30 EV Sites by the phone box in Karori Road
- . OR alternatively keep the slower chargers with P120 in the alternative locations of Parkvale Road or Beauchamp Street, so as not to impact so heavily on the local businesses

Officer's response:

For this site – in the case of these chargers, they must be associated with a phone box so it is an up-or-down decision on this individual bay. However, a potential avenue for mitigation here could be to provide another P30 on the suggested side streets that the submitter indicates would be an appropriate location. The traffic engineers will investigate if there are opportunities available nearby. Fast charging P30s would not be an option as the price differential between a fast and medium charger negates the potential for a business case in the suburbs.

PROPOSED TRAFFIC RESOLUTION

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Reference: TR 70 – 17

Location: Bond Street & Cornhill Street, Wellington Central

Proposal: New Electric Vehicle Charging Station, P30 Maximum, At All Times and New Loading Zone

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert part of the existing P5 loading zone on Bond Street (near its intersection with Victoria Street) into a dedicated electric vehicle charging station. The loading zone will be shortened to 5.5m in length.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Me Heke Ki Pōneke

A metered parking restriction of P30 maximum at all times will be introduced to this parking space.

A new loading zone will be introduced at Cornhill Street, between the two vehicle accesses along the southern kerbside.

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Bond Street	<i>Loading zone - goods vehicles and authorised vehicles only, P5, Monday to Saturday 8:00am - 6:00pm.</i>	<i>Northeast side, following the kerbline 12 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 10.5 metres.</i>

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

Column One	Column Two	Column Three
Cornhill Street	<i>No Stopping, at all times.</i>	<i>Southeast side, commencing from its intersection with Bond Street (Grid Coordinates X=2658793.866405 m, Y=5989222.630356 m) and extending in a south-westerly direction following the kerbline for 33 metres.</i>

PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively
Wellington City Council**
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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	<p>Loading zone - goods vehicles and authorised vehicles only, P5, Monday to Saturday 8:00am - 6:00pm.</p>	<p>Northeast side, following the kerbline 11.0 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 5.5 metres.</p>

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

Column One	Column Two	Column Three
Bond Street	<p>Parking place in the form of electric vehicles only parking. P30 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</p>	<p>Northeast side, following the kerbline 16.5 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 6.0 metres.</p>
Cornhill Street	<p>Loading zone - goods vehicles and authorised vehicles only, P5, Monday to Saturday 8:00am - 6:00pm.</p>	<p>Southeast side, commencing 13.0 metres from its intersection with Bond Street (Grid Coordinates X=2658793.866405 m, Y=5989222.630356 m) and extending in a south-westerly direction following the kerbline for 6.0 metres.</p>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Cornhill Street	No Stopping, at all times.	Southeast side, commencing from its intersection with Bond Street (Grid Coordinates X=2658793.866405 m, Y=5989222.630356 m) and extending in a south-westerly direction following the kerbline for 13.0 metres.

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

Column One	Column Two	Column Three
Cornhill Street	No Stopping, at all times.	Northwest side, commencing 19.0 metres from its intersection with Bond Street (Grid Coordinates X=2658789.768629 m, Y=5989226.923264 m) and extending in a south-westerly direction following the kerbline for 14.0 metres.

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date:

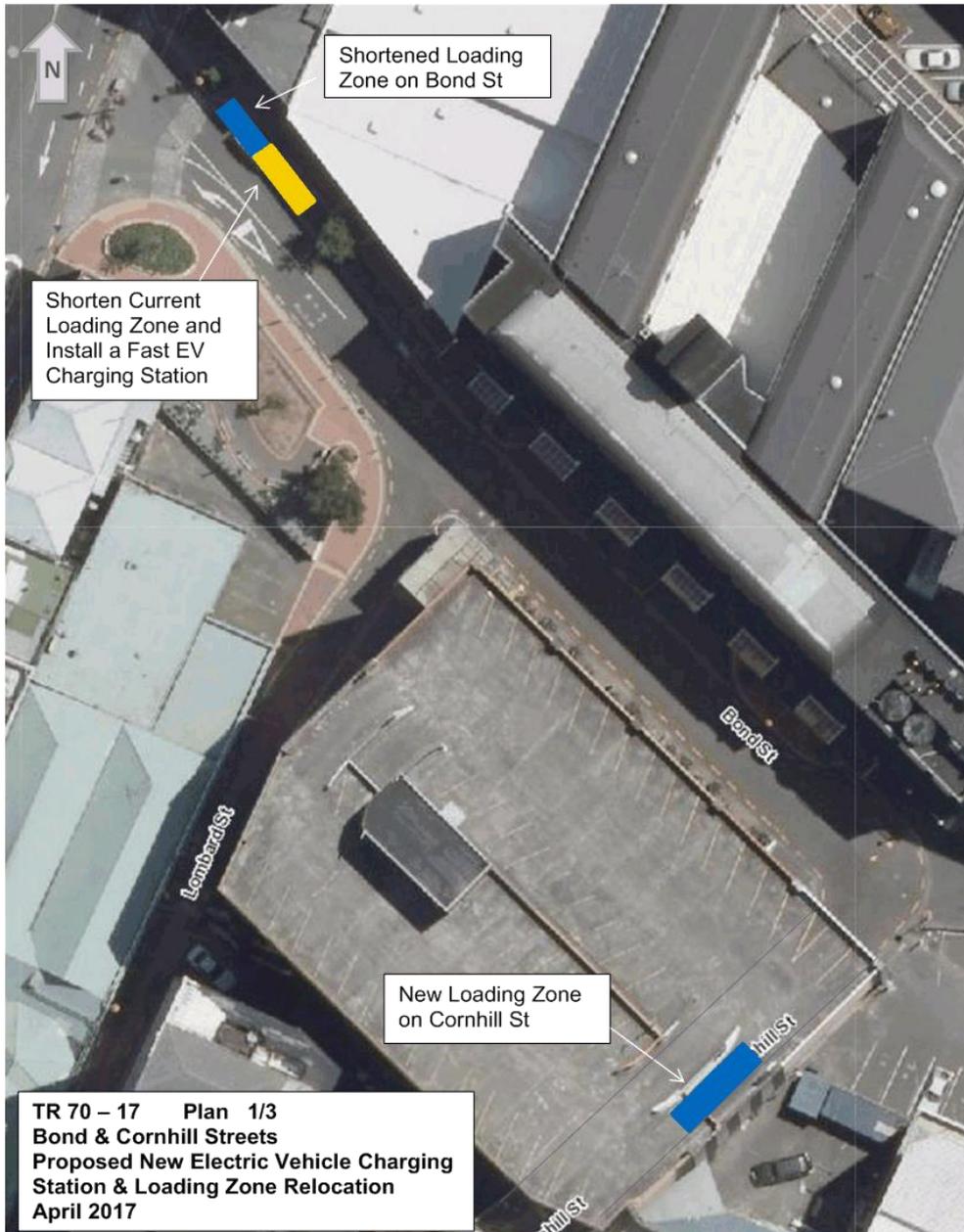
WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

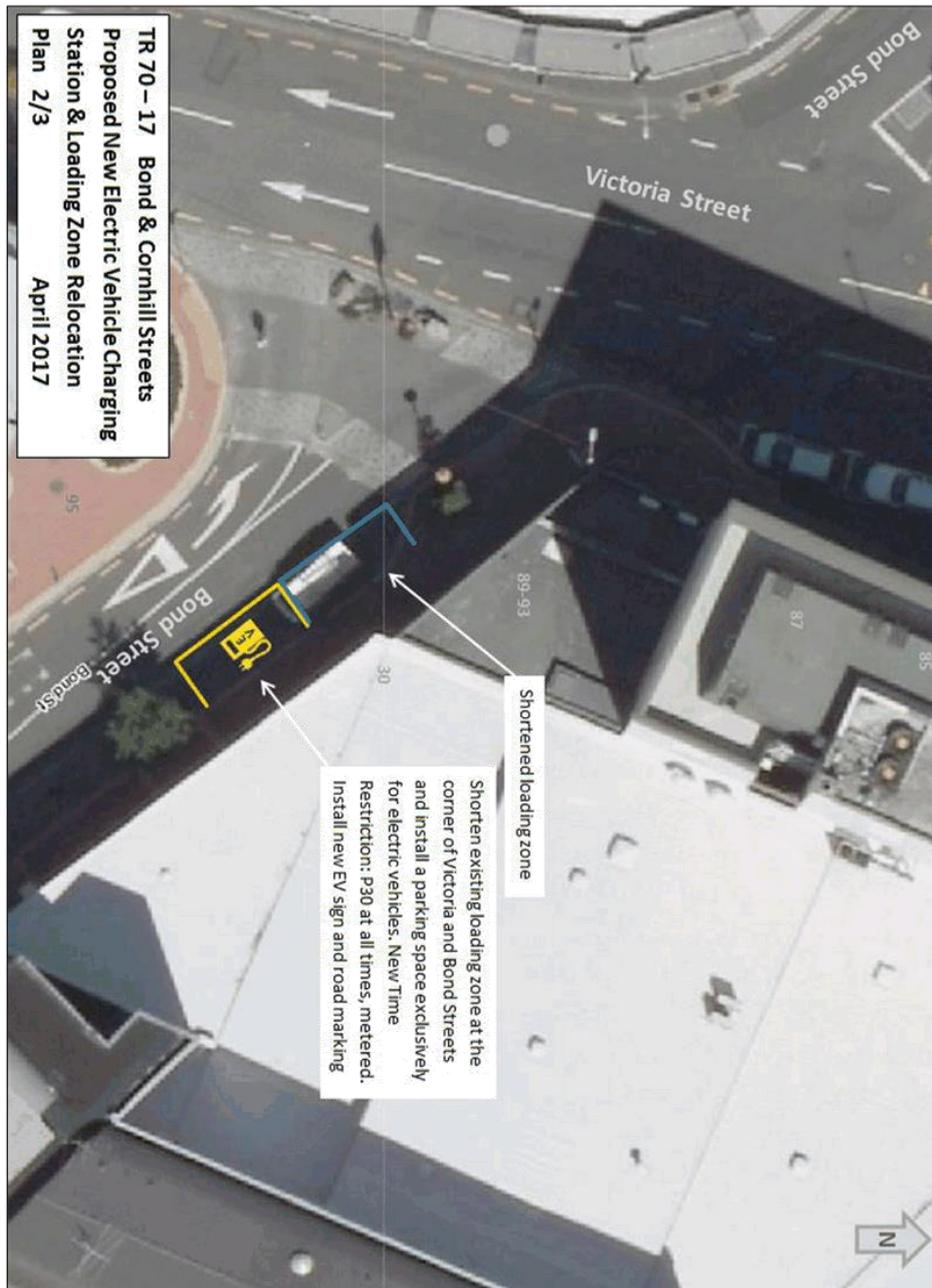
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



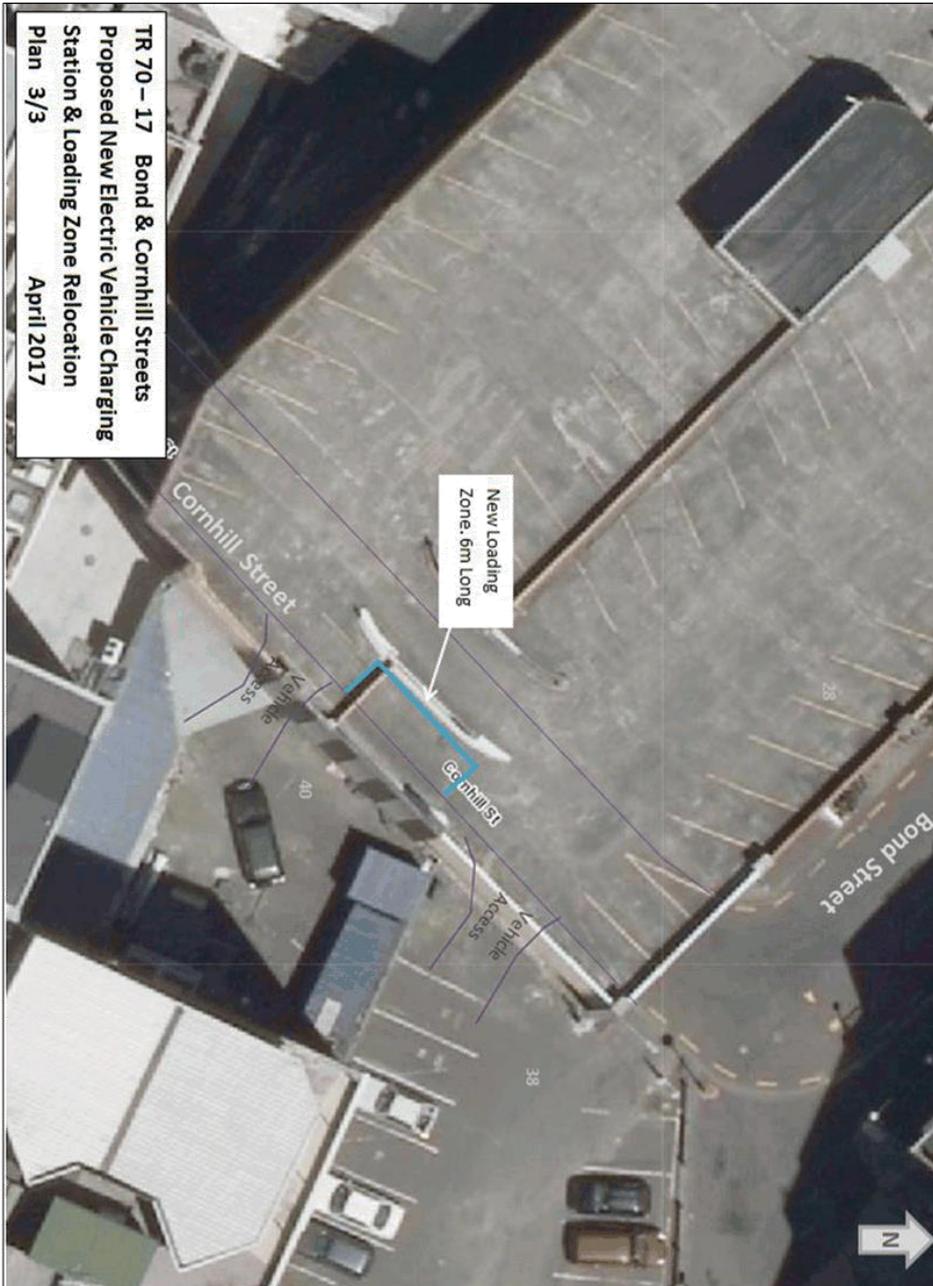
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION

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FEEDBACK RECEIVED

Feedback received:

Reference:	TR 70 – 17	
Location:	Bond Street & Cornhill Street, Wellington Central	
Proposal:	New Electric Vehicle Charging Station, P30 Maximum, At All Times and New Loading Zone	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	203	97.13%
No	6	2.87%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 24 for individual comments.

Please see below for specific comments relating to this location:

Submitter: Clinton Riley
Agree: No

I apposed making the current double loading zone into a single loading zone with an electric station to charge cars.

As mentioned that loading zone is right outside our print company [City Print] and I see on a daily bases how and why people use it.

FYI - I've spoken to drivers that use that zone and what WCC intended to do – all of them opposed the idea of reducing the size and putting a loading zone into Cornhill Street.

Most of them have said its very convenient to service Victoria, Bond Nth & West streets and if it was to be a single space they won't be able to fit their trucks into it. Also shifting it around to Cornhill Street is too far to trolley their packages.

Officer's (Strategy Analyst) Response:

While some good points are made about the high value of this loading zone, the relocation of the loading zone to Cornhill St. does not represent a major impediment. The distance is less than 100 meters (or 1 minute walking) and would work very well as a substitute location for the vehicles in question. As shown by Mr. Riley's photos, there is ample space to maintain a vehicle loading zone and an Electric Vehicle Charger adjacent.

Officers (Traffic Engineering) Response:

The shortening of the 9m loading zone (LZ) to a 5.5 m long LZ in this premium location is questionable. The reasons are as follows:

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Practical and efficient access and egress to this LZ where the desirable length of a LZ is between 6 to 8m. to facilitate the use by all Goods Service Vehicles (GSV) . The current and proposed restriction is P5 max GSV which is provided to serve a high turnover of loading and unloading.

The existing adjacent commercial premises with a frontage to Victoria Street have no on-site loading facilities. Their current frontage is marked with a continuous no stopping restriction to facilitate traffic capacity southbound (two lanes) on Victoria Street.

The development, which is being currently being constructed, will house a number of commercial / retail premises with primary access to Bond and Lombard Streets. The loading / unloading requirements associated with these premises is yet to be realised.

Although a new loading zone is proposed in Cornhill street at the southern end of Bond Street, this is primarily positioned to serve loading and unloading at this southern end of Bond Street. The relevance of this loading zone to serve the northern end of Bond Street and Victoria Street premises, some seventy metres distance, is questionable. The concern is that loading / unloading will be undertaken illegally (for example, by double parking) in the northern end of Bond Street.

The redevelopment of Lombard Lane/ Bond Street will also have a bearing on the parking, loading and unloading the area and the loss of the current loading zone on Lombard Street (southern end) is understood to be part these developments to tie in with current retail/commercial development frontages and streetscape.

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- Reference:** TR 71 – 17
- Location:** 42 Brandon Street, Wellington Central
- Proposal:** Electric Vehicle Charging Station, P60 Maximum, at all times.
Metered Monday to Thursday 8:00am - 6:00pm, Friday
8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.
- Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert the existing metered car park outside 42 Brandon Street (parking bay no. 2162) into a dedicated electric vehicle charging station.

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The current metred parking restriction will be changed to P60 maximum at all times, together with metered parking restriction, the space will be reserved for electric vehicles only.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 18 April 2017
- 2) Feedback period closes. 5 May 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 8 June 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

Legal Description:

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

Column One	Column Two	Column Three
Brandon Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Northeast side, following the kerbline 91 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 3 metres. (1 angle carpark)</i>

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

Column One	Column Two	Column Three
Brandon Street	<i>Parking place in the form of electric vehicles only parking. P60 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Northeast side, following the kerbline 91 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 3 metres. (1 angle carpark)</i>

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Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

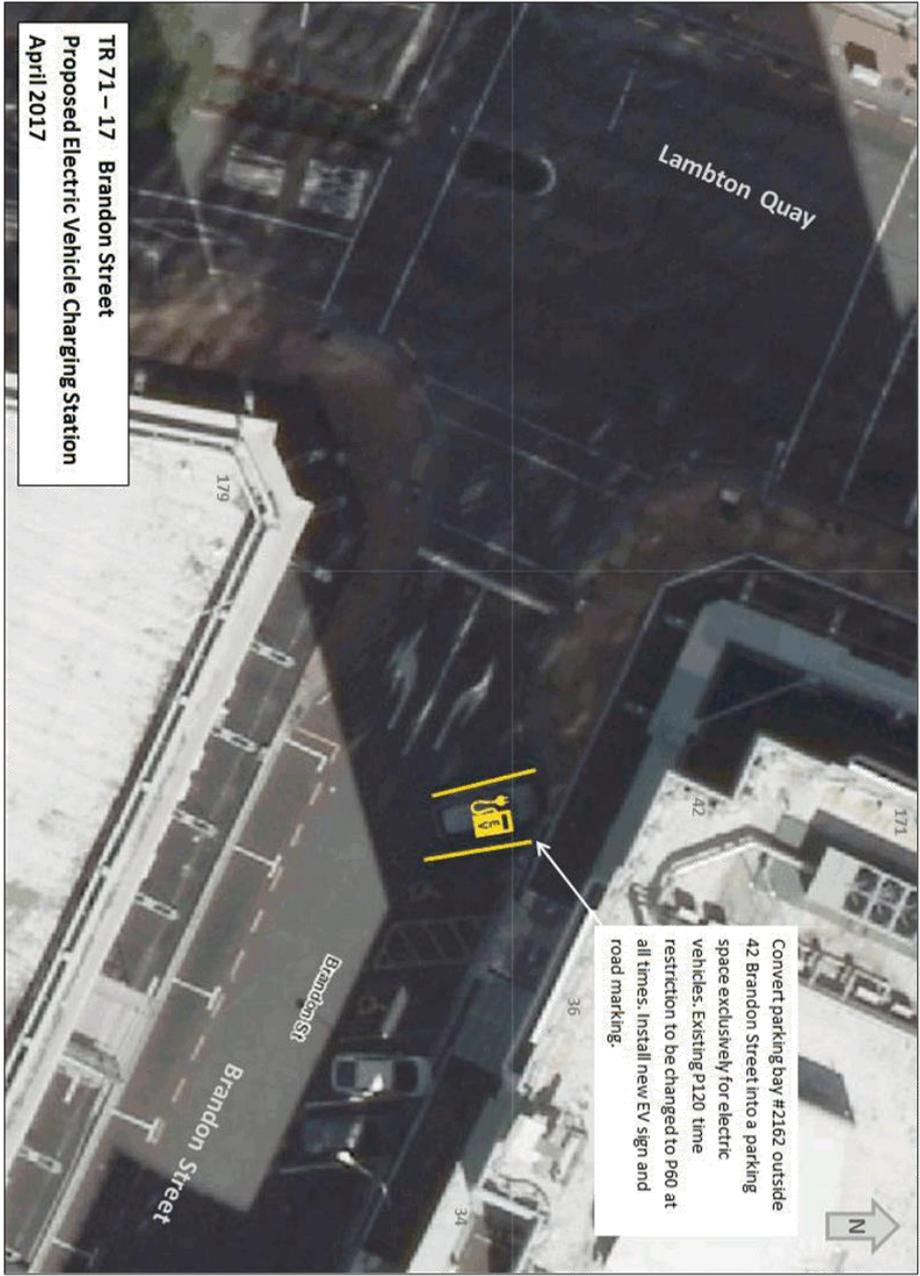
(Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

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Traffic Resolution Plan:

FEEDBACK RECEIVED

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Feedback received:

Reference:	TR 71 – 17	
Location:	42 Brandon Street, Wellington Central	
Proposal:	Electric Vehicle Charging Station, P60 Maximum, at all times.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	204	97.14%
No	6	2.86%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

There was no negative feedback received specific to this location.

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Reference: TR 72 – 17

Location: 15 Stout Street, Wellington Central

Proposal: Electric Vehicle Charging Station, P60 Maximum, at all times.
Metered Monday to Thursday 8:00am - 6:00pm, Friday
8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. Currently it is proposed that 16 spaces be allocated being:

- 10 parking spaces will be for medium speed EV chargers;
- 3 parking spaces will be for fast EV charging;
- 3 parking spaces will be for traditional car sharing.

By introducing this mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

A further 21 sites were consulted on for the provision of electric vehicle car sharing. The service provider has since requested more time to work through infrastructure requirements with their partners so traffic resolutions for these sites will not be progressed at this stage.

Background

This report contained Background information when it was distributed for consultation. A list of all sites were also included in the consultation documentation. This has been omitted to reduce the size of each individual traffic resolution report and placed in the City Strategy Committee report (8 June 2017).

Proposal For This Particular Site

This traffic resolution report seeks to convert the existing metered car park outside 15 Stout Street (parking bay no. 2368) into a dedicated electric vehicle charging station.

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**Absolutely Positively
Wellington City Council**
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The current metred parking restriction will be changed to P60 maximum at all times, together with metered parking restriction, the space will be reserved for electric vehicles only.

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southeast side, following the kerbline 88.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 2.8 metres. (1 angle car park)</i>

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

Column One	Column Two	Column Three
Stout Street	<i>Parking place in the form of electric vehicles only parking. P60 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm,</i>	<i>Southeast side, following the kerbline 88.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 2.8 metres. (1 angle car park)</i>

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

Prepared By: Charles Kingsford (Principal Traffic Engineer T/L)

Approved By: Steve Spence (Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

FEEDBACK RECEIVED

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Feedback received:

Reference:	TR 72 – 17	
Location:	15 Stout Street, Wellington Central	
Proposal:	Electric Vehicle Charging Station, P60 Maximum, at all times.	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	204	97.61%
No	5	2.39%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

There was no negative feedback received specific to this location.