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**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**AGENDA**

**Time:** 9:30am  
**Date:** Thursday, 21 March 2019  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

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

**NON-VOTING MEMBERS**

Te Rūnanga o Toa Rangatira Incorporated  
Port Nicholson Block Settlement Trust

**Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about.*

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## **AREA OF FOCUS**

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- **Environment and Infrastructure** – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- **Economic Development** – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- **Cultural Wellbeing** – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- **Social and Recreation** – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- **Urban Development** – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- **Transport** – ensuring people and goods move efficiently to and through the city
- **Governance and Finance** – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan Committee to achieve its objectives.

**Quorum:** 8 members

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## 1. Meeting Conduct

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### 1.1 Mihi

The Chairperson invites a member of the City Strategy Committee to read the following mihi to open the meeting.

***Taiō Pōneke<sup>†</sup> – City Strategy Committee***

**Te wero**

Toitū te marae a Tāne

Toitū te marae a Tangaroa

Toitū te iwi

Taiō Pōneke – kia kakama, kia māia!

Ngāi Tātou o Pōneke, me noho ngātahi

Whāia te aratika

**Our challenge**

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.

City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!

People of Wellington, together we decide our way forward.

<sup>†</sup> The te reo name for the City Strategy Committee is a modern contraction from 'Tai o Pōneke' meaning 'the tides of Wellington' – uniting the many inland waterways from our lofty mountains to the shores of the great harbour of Tara and the sea of Raukawa: ki uta, ki tai (from mountain to sea). Like water, we promise to work together with relentless synergy and motion.

### 1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

### 1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

### 1.4 Confirmation of Minutes

The minutes of the meeting held on 7 March 2019 will be put to the City Strategy Committee for confirmation.

### 1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

***Matters Requiring Urgent Attention as Determined by Resolution of the City Strategy Committee.***

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

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The item may be allowed onto the agenda by resolution of the City Strategy Committee.

***Minor Matters relating to the General Business of the City Strategy Committee.***

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.

**1.6 Public Participation**

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz), by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

## 2. Petitions

### TOILETS AND A DRINKING FOUNTAIN FOR THE MONORGAN ROAD PLAY AREA

**Primary Petitioner:** Karl Frost  
**Total Signatures:** 219

**Presented by:** Jacqueline Murray  
**Contact Officer:** Jacqueline Murray  
**Director Responsible:** Barbara McKerrow

#### Recommendation

That the City Strategy Committee:

1. Receive the information.

#### Background

1. Wellington City Council operates a system of ePetitions whereby people can conveniently and electronically petition the Council on matters related to Council business.
2. Karl Frost opened an ePetition on the Wellington City Council website on 19 October 2018.
3. The ePetition details are as follows:  
  
We request that the Wellington City Council bring forward funding to install toilets and a drinking fountain at the Monorgan Road play area as soon as possible and consider installing temporary facilities until such time as permanent facilities are in place.
4. The background information provided for the ePetition was:  
  
The Monorgan Road play area is a popular and busy place for the Strathmore Park community and visitors. We strongly believe that the installation of toilets and a drinking fountain would make it a healthier and safer place and would also allow better use of the bicycle track by the local kindergarten and primary school.
5. The ePetition closed on 18 January 2019 with 219 authenticated signatures. The list of authenticated signatures is presented as **Attachment 1**.

#### Officers' response

Council agreed in the Long Term plan to fund a public toilet at the Walden Street Playground in year 5 of the Long-Term plan (2022/23). As the Monorgan Road play area is categorised as community play space it meets the criteria when possible, for the provision of a public toilet.


It was proposed to align the construction of new toilets with the renewal of the community playground which is scheduled for 2022/23.

Officers are currently investigating the possibility of relocating an existing toilet unit to the Monorgan Road Play area which has become available as a result of another development project.

If it is feasible to relocate the toilet and subject to resource and building consents, officers will bring forward the public toilet at Walden Street in the 10 year programme to the 2019/20 financial year. A drinking fountain will be provided as part of the development. The playground renewal will happen as scheduled in 2022/23

We have already provided this advised to Karl Frost, and we will continue to keep the community and ward councillors informed of progress.

## Attachments

Attachment 1. Toilets and a Drinking Fountain for the Monorgan Road Play Area [!\[\]\(e8fb589d58dad1692debababa5e928b6\_img.jpg\)](#) 

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**ePetition**  
**Authenticated Signatures**

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

**Petition**

Toilets and a drinking fountain for the Monorgan Road play area

That the Wellington City Council bring forward funding to install toilets and a drinking fountain at the Monorgan Road play area as soon as possible and consider installing temporary facilities until such time as permanent facilities are in place.

<b>Submitted by</b>	Karl Frost
<b>Opened</b>	19 October 2018
<b>Closed</b>	18 January 2019
<b>Total authenticated signatures</b>	244

Authenticated Signatures

	<b>Name</b>	<b>Suburb</b>	<b>City</b>
1.	Anita Kameta	Strathmore Park	Wellington
2.	Abi Kibble	Maupuia	Wellington
3.	Amanda Hereaka	Strathmore Park	Wellington
4.	Agnieszka Kowalew	Thorndon	Wellington
5.	Aileen Davidson	Wellington	Wellington
6.	Alexis Gallagher	Roseneath	Wellington
7.	Albertina van Dijk	Wellington	Wellington
8.	Amanda Kissling	Northland	Wellington
9.	Amanda Gray	Miramar	Wellington
10.	Andrea Leach	NaeNae	Lower Hutt

**Petition**

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

11.	Andrew Bartlett	Strathmore Park	Wellington
12.	Andy van der Gugten	Grenada Village	Wellington
13.	Angela Hope	Johnsonville	Wellington
14.	Ange Fieldes	Wellington	Wellington
15.	Angelina Bostrovas	Miramar	Wellington
16.	Anita Kanara	Strathmore Park	Wellington
17.	Byron Cooper	Naenae	Lower Hutt
18.	Chookie Turipa	Strathmore Park	Wellington
19.	Bridget Lissaman	Miramar	Wellington
20.	Brenda Wallace	Miramar	Wellington
21.	Bridget Neylan	Maupuia	Wellington
22.	Birgit Kraemer	Strathmore Park	Wellington
23.	Livia Bernhard	Seatoun	Wellington
24.	Bernard O'Shaughnessy	Miramar	Wellington
25.	Ben Powdrell	Wellington	Wellington
26.	Ben Brocherie	Miramar	Wellington
27.	Arthur Kraemer	Strathmore Park	Wellington
28.	Anna Golden	Miramar	Wellington
29.	April Vaauli	Strathmore Park	Wellington
30.	Anna Bannon	Wellington	Wellington
31.	Raewyn Gee	Seatoun	Wellington

**Petition**

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

32.	Callum O'Hagan	Miramar	Wellington
33.	Bree Lawson	Miramar	Wellington
34.	Claudia Grott Zanicotti	Newlands	Wellington
35.	Clare Ashton	Miramar	Wellington
36.	Caroline Nobis	Kilbirnie	Wellington
37.	Cindy Dalziel	Miramar	Wellington
38.	Christine Poad	Strathmore Park	Wellington
39.	Cheryl Hollis	Strathmore Park	Wellington
40.	Cherie Durkin	Kilbirnie	Wellington
41.	Cheree Graham	Miramar	Wellington
42.	Charles Blanch	Miramar	Wellington
43.	Cathy Blakely	Vogeltown	Wellington
44.	Catherine Hanham	Miramar	Wellington
45.	Catherine Dixon	Strathmore Park	Wellington
46.	Carissa Toelupe	Strathmore Park	Wellington
47.	Eleonora Negrin	Strathmore Park	Wellington
48.	Penelope Cree	Miramar	Wellington
49.	Penny Cree	Miramar	Wellington
50.	Andreas Triandafilidis	Miramar	Wellington
51.	Dena Hutana	Miramar	Wellington
52.	Denise Shirley	Strathmore Park	Wellington

**Petition**

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

53.	Barbara McClutchie	Strathmore Park	Wellington
54.	Dean Hewison	Wellington	Wellington
55.	Dawn Unuka	Strathmore Park	Wellington
56.	Daniel Smith	Strathmore Park	Wellington
57.	Warwick Rivers	Strathmore Park	Wellington
58.	Christina Toulis	Strathmore Park	Wellington
59.	Craig Relph	Maupuia	Wellington
60.	Lyndsey Cree	Strathmore Park	Wellington
61.	Emmaleen Lutton	Miramar	Wellington
62.	Hannah Griffin	Kingston	Wellington
63.	Hannah Gower	Miramar	Wellington
64.	Nadine Ward	Strathmore Park	Wellington
65.	Grant Peters	Strathmore Park	Wellington
66.	Glynis Gardner	Strathmore Park	Wellington
67.	Gill Petherick	Miramar	Wellington
68.	Glenn Kingston	Strathmore Park	Wellington
69.	Gemma Natoli	Strathmore Park	Wellington
70.	Gemma Crane	Miramar	Wellington
71.	Gareth King	Strathmore Park	Wellington
72.	Frances Mountier	Newtown	Wellington
73.	Eva Dugaro	Miramar	Wellington

**Petition**

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

74.	Felicity Findlay	Rongotai	Wellington
75.	Aimee Geoghegan	Maupuia	Wellington
76.	Mike Hansen	Rongotai	Wellington
77.	Karen Evett	Rongotai	Wellington
78.	Joy Wadham	Strathmore Park	Wellington
79.	Jody Jackson	Miramar	Wellington
80.	Joe Winkels	Newtown	Wellington
81.	Jess Page	Strathmore Park	Wellington
82.	Jane Pierard	Strathmore Park	Wellington
83.	Maria Grant	Maupuia	Wellington
84.	Pamela Ngan	Miramar	Wellington
85.	Jason Locke	Wellington	Wellington
86.	Hilleke Townsend	Lyll Bay	Wellington
87.	Johnny Cunningham	Strathmore Park	Wellington
88.	Henry Hollis	Lyll Bay	Wellington
89.	Helena Rogers	Strathmore Park	Wellington
90.	Nikkole Clay	Strathmore Park	Wellington
91.	Jesse Parkhill	Miramar	Wellington
92.	Kimberly Kwan	Newlands	Wellington
93.	Kendall Finlayson	Seatoun	Wellington
94.	Karen Davis	Strathmore Park	Wellington

**Petition**

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

95.	Kate Wilkinson	Miramar	Wellington
96.	Kate Henderson	Melrose	Wellington
97.	Kate Kingston	Strathmore Park	Wellington
98.	Hope Weber	Strathmore Park	Wellington
99.	Heather Graham	Strathmore Park	Wellington
100.	Judy Woodward	Okaons Bay	Akaroa
101.	Juliette Davies	Berhampore	Wellington
102.	Julie Reddish	Miramar	Wellington
103.	Julienne McRae	Berhampore	Wellington
104.	Jukia Meyer	Ngaio	Wellington
105.	Julia King	Strathmore Park	Wellington
106.	Kim Murray	Seatoun	Wellington
107.	Linda Adams	Miramar	Wellington
108.	Lauren Kelly	Strathmore Park	Wellington
109.	Laura Jackson	Strathmore Park	Wellington
110.	Laura Brunton	Strathmore Park	Wellington
111.	Vailima Madar-Leulai	Strathmore Park	Wellington
112.	Kylie Cox	Island Bay	Wellington
113.	Kelly Phillips	Strathmore Park	Wellington
114.	Kate Leith	Miramar	Wellington
115.	Catherine Burford	Seatoun	Wellington

**Petition**

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

116.	Joe Purdy	Strathmore Park	Wellington
117.	Kirsty Farquharson	Strathmore Park	Wellington
118.	Kirsten Windelov	Rongotai	Wellington
119.	Kirsten Macdonald	Miramar	Wellington
120.	Andrew Kingston	Strathmore Park	Wellington
121.	Mags Chalecka-Harris	Miramar	Wellington
122.	Alec Rogers	Strathmore Park	Wellington
123.	Kate McCormick	Karaka Bays	Wellington
124.	Sam Muir	Strathmore Park	Wellington
125.	Marie Beauchamp	Maupuia	Wellington
126.	Melody Holmes	Strathmore Park	Wellington
127.	Maureen Ramsey	Strathmore Park	Wellington
128.	Martha Browne	Miramar	Wellington
129.	Mark Taulelei	Strathmore Park	Wellington
130.	Catherine Matua	Miramar	Wellington
131.	Marina Greco	Miramar	Wellington
132.	Marika McClutchie	Strathmore Park	Wellington
133.	Lu Fretton	Porirua	Wellington
134.	Lynn Phillips	Upper Plain	Masterton
135.	Emma Sutton	Miramar	Wellington
136.	Nicola Bebbington	Melrose	Wellington

**Petition**

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

137.	Mel Wallwork	Strathmore Park	Wellington
138.	Natalie Redshaw	Strathmore Park	Wellington
139.	Natalie Phillips-loane	Upper Plain	Masterton
140.	Mutthanaporn Pollock	Miramar	Wellington
141.	Dee Muller	Haitaitai	Wellington
142.	Monica Te Amora	Miramar	Wellington
143.	Lote Miller	Strathmore Park	Wellington
144.	Miriama Williams	Miramar	Wellington
145.	Michelle Bartlett	Miramar	Wellington
146.	M McCracken	Strathmore Park	Wellington
147.	Melissa Dodds	Miramar	Wellington
148.	Merryn Kitto	Strathmore Park	Wellington
149.	Melissa Woolley	Miramar	Wellington
150.	Melanie Young	Miramar	Wellington
151.	Annette John	Miramar	Wellington
152.	Paul Tobin	Strathmore Park	Wellington
153.	Kay Philipsen	Wellington	Wellington
154.	Rose Johns	Kilbirnie	Wellington
155.	Penny Ramsey	Strathmore Park	Wellington
156.	Penelope Carney	Bluff Hill	Wellington
157.	Steven Pazin	Haitaitai	Wellington

**Petition**

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

158.	Paul Franken	Strathmore Park	Wellington
159.	Katrina Parata	Newtown	Wellington
160.	Hyun Pak McIndoe	Karaka Bays	Wellington
161.	Pete Gent	Mount Victoria	Wellington
162.	Olga Berezovsky	Strathmore Park	Wellington
163.	Kirsty OHara	Miramar	Wellington
164.	Nykyta Kuri	Masterton	Masterton
165.	Nicole McKee	Strathmore Park	Wellington
166.	Rachel Coronno	Strathmore Park	Wellington
167.	Rose Saunders	Miramar	Wellington
168.	Roger Mantel	Wellington	Wellington
169.	Robyn Wong	Miramar	Wellington
170.	Richard Petersen	Strathmore Park	Wellington
171.	Robert Phillips	Strathmore Park	Wellington
172.	Richard Aindow	Strathmore Park	Wellington
173.	Reitu Harris	Naenae	Lower Hutt
174.	Rachel Oscillowski	Campells Bay	Auckland
175.	Rebecca Smith	Otaki	Kapiti Coast
176.	Bec Johnston	Miramar	Wellington
177.	Rebecca Burgess	Haitaitai	Wellington
178.	Rachel Blanch	Miramar	Wellington

**Petition**

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

179.	Rachael Boisen	Melrose	Wellington
180.	Rachael van der Gugten	Grenada Village	Wellington
181.	Seini Talainaivalu	Newtown	Wellington
182.	Rosie Jaffer	Miramar	Wellington
183.	Sasha Ortega	Karaka Bays	Wellington
184.	Sarah Parker	Strathmore Park	Wellington
185.	Sarah Cates	Strathmore Park	Wellington
186.	Sarah Sinnott	Strathmore Park	Wellington
187.	Sarah Weidig	Strathmore Park	Wellington
188.	Sarah Gunn	Strathmore Park	Wellington
189.	Sarah Chai	Strathmore Park	Wellington
190.	Samantha Adams	Miramar	Wellington
191.	Delia Culling	Mount Cook	Wellington
192.	Loretta Ryder	Strathmore Park	Wellington
193.	Ruth Tapper	Strathmore Park	Wellington
194.	Robert Dalziel	Wellington	Wellington
195.	R Petherick	Strathmore Park	Wellington
196.	Severin Bernhard	Seatoun	Wellington
197.	Brenda Crane	Te Aro	Wellington
198.	Karl Frost	Strathmore Park	Wellington
199.	Stephen Gallagher	Roseneath	Wellington

**Petition**

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

200.	Stanley Andis	Petone	Lower Hutt
201.	Stacy Mohan	Miramar	Wellington
202.	Sonja Schroeder	Miramar	Wellington
203.	Stephanie Kuttner	Strathmore Park	Wellington
204.	Susanna Joe	Strathmore Park	Wellington
205.	Simon Bowden	Strathmore Park	Wellington
206.	Shona Riddell	Seatoun	Wellington
207.	Sheryl Donaldson	Paparangi	Wellington
208.	Ruyang Bouyssounade	Miramar	Wellington
209.	Shannon Ginty	Miramar	Wellington
210.	Shane Bartle	Strathmore Park	Wellington
211.	Sue Grebby	Miramar	Wellington
212.	Jessie Moss	Wellington	Wellington
213.	Tamara Ross	Strathmore Park	Wellington
214.	Tiso Ross	Miramar	Wellington
215.	Tina Davies	Wellington	Wellington
216.	Christine Hope	Wellington	Wellington
217.	Rebecca Hesketh	Maupuia	Maupuia
218.	Theresa Semu	Miramar	Wellington
219.	Tess Bullen	Miramar	Wellington
220.	Terina Lauulu	Miramar	Wellington

**Petition**

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

221.	Te Rangi Tinirau	Strathmore Park	Wellington
222.	Tane O Rorke	Strathmore Park	Wellington
223.	Tama Kirikiri	Miramar	Wellington
224.	Olivia Kirikiri	Miramar	Wellington
225.	Suzanne Moran	Seatoun	Wellington
226.	Viola Livingston	Kapiti	Wellington
227.	Toni Taylor	Wellington	Wellington
228.	Ellen Blake	Wellington	Wellington
229.	Vanessa Monahan	Miramar	Wellington
230.	Steven Chin	Miramar	Wellington
231.	Victoria McIntyre	Miramar	Wellington
232.	Victoria Holben	Miramar	Wellington
233.	Vanessa Mylchreest	Karaka Bays	Wellington
234.	Ursualla Williams	Strathmore Park	Wellington
235.	Ula Tansley	Pukerua Bay	Porirua
236.	Tessa Tanoa	Paraparaumu	Wellington
237.	Amanda Burke	Strathmore Park	Wellington
238.	Truman Filipo	Karori	Wellington
239.	Tracey Batty	Miramar	Wellington
240.	Tracey Piper	Miramar	Wellington
241.	Joanne Meredith	Island Bay	Wellington

Petition

Toilets and a drinking fountain for the  
Monorgan Road play area

Authenticated Signatures (continued)

242.	Zoe Massey	Strathmore Park	Wellington
243.	Zsafia Kigyossy	Miramar	Wellington
244.	Christine Vaughan	Wellington	Wellington



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### **3. Strategy**

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## **FIRST TO ZERO - WELLINGTON'S BLUEPRINT FOR A ZERO CARBON CAPITAL**

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### **Purpose**

1. To seek the agreement of the City Strategy Committee to consult on the draft First to Zero plan (F2Z).

### **Summary**

2. Climate change is an urgent problem for global, national and local authorities – the best science has given us twelve years to cut our emissions by half, with a need to cut emissions to zero by 2050 in order to maintain a safe and healthy environment for all of us.
3. Immense opportunity is layered within this challenge, with \$26 Trillion in economic opportunity by 2030 estimated by the New Climate Economy report if strong action is taken. The report was authored by The Global Commission on the Economy and the Climate that Helen Clark sits on.
4. Globally, the vast majority of emissions come from cities. Capital cities like Canberra are leading the way to a Zero Carbon future, along with more distant capitals like Stockholm and Oslo. Wellington has long had ambitious goals, but our path to the future needs refinement.
5. The risk to Wellington is immense, financially and socially, in the long term. But the opportunity to be a leader offers the chance not just to grab the economic opportunity noted – but to establish Wellington as a place for the jobs of the future, as well as a resilient city prepared for the shocks & stresses of the future.
6. The current Low Carbon Capital Plan expires in June, and the activities in it have largely been achieved. This review has been undertaken with an eye towards aligning our target with the best science and national aspirations, increasing the link between our targets and action, and harnessing the opportunity to not just set an example, but to identify the economic opportunity offered by transformative change.

### **Recommendation/s**

That the City Strategy Committee:

1. Receives the information.
2. Agrees that First to Zero – Wellington's blueprint for a Zero Carbon Capital, attached, is approved for public consultation, noting that graphic and layout design is yet to be completed.
3. Delegates to the Chief Executive Officer and portfolio leader the authority to approve minor wording, formatting and content changes as agreed by the Committee.

## Background

7. Ample background is provided in the document itself.

## Discussion

8. Since 2007, Council has maintained that by 2050 we will seek to reduce our greenhouse gas output by 80%. Given recent reports from the Intergovernmental Panel on Climate Change about the late hour relative to potentially dangerous risk, it is necessary to increase this to zero carbon by 2050 – with great progress made by 2030 – to preserve not just Wellington, but our shared home with the rest of humanity.
9. Past plans have contained a large number of activities, mostly completed, but have not made meaningful reductions in carbon output yet. While emissions have dropped 17% since 2006, they are only 2% below our 2001 base year.
10. If consulted on then approved, we will transition from a 3-year to a 10-year plan as part of the proposal. At 3 year intervals a check-in and report would be identified, with the opportunity to adjust initiatives. The last year of the decade would be spent developing a full rework of the plan.
11. It is also intended that an executive summary and supporting material – roughly 3 pages – will be created to assist all audiences in engaging with the material.
12. Providing it passes through consultation and is adopted, First to Zero would become a blueprint that would be developed leading up to the next Long Term Plan to understand resources required for delivery. The output of that process would return to Council for approval.
13. Ultimately, this is an essential conversation to have with our community because of the great risk we face, and great opportunity we could miss out on. While officers recommend a course not unlike the one suggested in the paper, a frank conversation with our community will be valuable.

## Options

14. Officers recommend that the Committee approve First to Zero for consultation. This provides the opportunity to invite the community to have a conversation about climate issues, the plan's goals and activities, and the challenges we'll face going forward.
15. Alternatively, the Committee could decline to approve First to Zero for consultation. In such an instance officers would either return a paper to extend the Low Carbon Capital Plan or revisit the proposed paper post-election.

## Next Actions

16. First to Zero is released for consultation April 15 - May 10.
17. Officers return to CSC in June with a final paper taking into account submissions.

## Attachments

Attachment 1. First to Zero - The Zero Carbon Capital Plan  

Page 27

Author	Tom Pettit, Sustainability Manager
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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

To this point, Officers have consulted with the Resilience Steering Group, Environmental Reference Group, Portfolio leaders and several independent councillors. We have additionally sought review from 2 separate external parties. This next essential stage will offer an opportunity to reach a broad swathe of the community and get a sense for their views.

### **Treaty of Waitangi considerations**

The key consideration around Mana Whenua is the implications of sea level rise. They have been involved in our process at Makara and will be involved going forward as well.

### **Financial implications**

The financial implications of the proposal will be explored leading up to the Long Term Plan. However, it is notable life-cycle analysis would look favourably on many proposals e.g. Green Buildings, Water Meters, User charges.

### **Policy and legislative implications**

We have considered a number of implications for our policies as well as the legislative instruments of both Council and our other Government partners.

### **Risks / legal**

While there are no real legal risks, the key risks of inaction are clear: Wellington faces financial and community risk from sea level rise.

### **Climate Change impact and considerations**

The plan is entirely about our relationship with Climate Change. In addition to illustrating the risks to Wellington and opportunity it presents, it presents a proposed way forward to mitigating that risk.

### **Communications Plan**

The communications plan is continuing to be iteratively developed, but it is likely to focus heavily on digital communications channels.

### **Health and Safety Impact considered**

N/A

First to Zero

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*Wellington's blueprint for a Zero Carbon Capital*

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#### A moment with the Mayor

We have it pretty good in Wellington. We've been judged the most liveable city two years in a row, in large part thanks to our environment.

Our climate is mild and we enjoy clean air and water.

But climate change is upon us and by 2050 that could all change.

With carbon emissions we *have* to be different if we want our mokopuna to enjoy anything like today's quality of life.

Previous generations of Wellingtonians have led the debate on social change around all sorts of issues.

Over a generation we've managed to change attitudes to things like smoking, drink-driving and burning coal. Now it's time to think about carbon in the same way. Positive change never happens overnight but inaction is not an option. Already, we are heavily into the debate around climate issues. This doesn't mean telling everyone how to live their lives but what we can do is let people know and understand the challenge, encourage them to do the right thing and discourage unhelpful behaviour.

### The Context

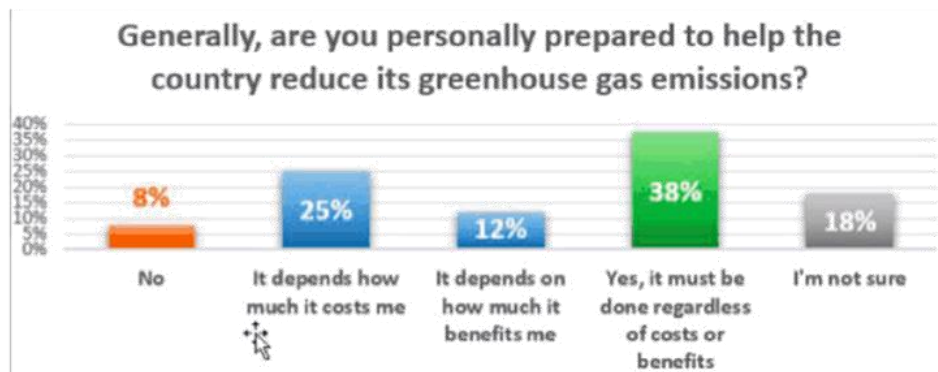
In the capital we celebrate being judged the world's most liveable city, the "coolest little capital" tagline and being the capital of creativity, culture, cafes, coffee and craft beer. We also have the gold standard when it comes to natural environment – from beaches to hilltops. All are essential parts of Wellington's identity.

Less known is our achievement of being the lowest carbon city – per person – in Australasia. That's thanks to a compact city centre (helped by the far-sighted establishment of the Wellington Town Belt), the country's highest levels of active transport use, public transport use and electric vehicle ownership per capita.

Our Low Carbon Capital Plan and various climate change action plans before it have all successfully sought to support these aspects of Wellington.

There's a problem though. The most recent Intergovernmental Panel for Climate Change (IPCC) report has given us 11 years to get serious about sorting out our emissions or face increasingly catastrophic climate change impacts.

We need to push further into understanding how climate change will threaten what makes Wellington: How will our identity change with the threats to our coast from sea level rise? What impacts will our economy see from other climate impacts? How will our lifestyle need to change? And how might we find a trajectory of positive change as we act to curb emissions?



There is a huge momentum for change. According to a Horizon Poll, 75 percent of New Zealanders are prepared to support greenhouse gas reductions through personal action if the settings around cost and benefit are right.

And the scale is important. We need a wholesale change in the way we live – how we power our lives, how and what we eat, and how we connect.

All types of energy, many types of agriculture, and even the gases we use for industry need to be reimagined for more sustainable ways of living. And this presents huge opportunities – the economy is going to change in a massive way and those who lead will benefit, not just from a future-proofed economy at home, but from what and how we trade as the rest of the world figures out the climate crisis and looks for leaders.

The scale of this change is so huge that it is hard to grasp. That said, according to IAG, one of New Zealand's largest insurers, 84 percent of New Zealanders think we can reduce climate change. This contrasts with only 10 percent thinking we will successfully do so.

We have the capability, but do we have the will?



This sets up Wellington with a chance to step into a leadership role as a city developing the solutions. But there is much more to do in finding better settings for city development, cleaner fuels and climate-friendly approaches to existing buildings. In addition, businesses that promote and provide for low carbon diets while shrinking the distance between source and table have immense opportunity.

We now need to set a challenge for ourselves and other cities and say that it is time for all Wellingtonians to see ourselves and each other as creators of a better future and do this as fast as possible. The opportunity for new and different models for everything from mobility to cuisine is huge.

The year 2050 may seem like a long way off. But decisions we make now define whether we leave a world to our kids that is hurting a little - or one that is in bad shape.

First to Zero sets out an ambitious series of challenges for us to address to make Wellington the first zero carbon city in Australasia, and to do so as fast as possible.

As a council there is a lot we can do, but we're not in control of everything. But in partnership with central government, business and the community, we can get this done. We can't afford the alternative – not just because of the risk, but because of the missed opportunity of being a city of change.

*The Big Six for a Zero Carbon Wellington*

**1. *Nailing our plan for a growing City***

We've got some big decisions about how Wellington will grow. With up to 80,000 people wanting to make Welly their home in the coming decades, we can do one of two things. Grow up – towers in the CBD, townhouses and low-rise apartments in the inner suburbs and town centres, and abundant transport choice and amenity. Or we can grow out – find new, undeveloped parts of the city to support that growth in. Places where vehicle transport is inevitable and amenity inconvenient to reach. Growing up, unlike growing out, can lead to a Zero Carbon future.

**2. *Getting us moving in all the right ways***

While it may start with the infrastructure that Let's Get Welly Moving will put in place through its programmes for the south and east, public transport and active transport infrastructure for all directions is an essential starting place. But pushing further, user charges to signal the true cost of driving and alleviate congestion is the next necessary step. While we're at it, let's make sure all of that transport investment, much of which will link up well with town centres, supports excellent developments around transit stations.

**3. *Becoming a leader in high performing buildings***

Whether its our buildings or buildings for others, we need to find the right ways to make it accessible and easy for new developments to hit all the right sustainability marks. But what about all that is already there? Whether it is our own buildings or existing private buildings, we need to take a look. Supportive advice is a great starting point. We've already scoped out nearly 2% of Wellington's homes through our Home Energy Saver audit and advice service, and we're looking to take that up a notch and find a way to replicate its' success for commercial buildings.

**4. *Giving shared mobility options a lift***

For Council it started with one Cityhop car in 2008, now there are MEVOs, scooters, Onzos and who knows what's next – shared shuttles? Add in car pooling as informal transport sharing – and there's real difference to be made. Vancouver has 3500 car sharing vehicles helping them get people out from under car ownership's costs – not just for the car, but from building so many parks to hold vehicles that aren't used 95% of the time. By population, Vancouver indicates we could get 300 cars rolling, each taking 10 or more cars off the road as people sell up to join up. And that doesn't even count the bikes and scooters!

**5. *Building a Wellington Climate Lab***

Founding the Zero Carbon Challenge and Climathon, working collaboratively with energy companies and mobility companies, using community panels to self-determine options to adapt. Wellington is knee deep in a number of small initiatives to make a difference, but it's time to look for scale and transformative change. Developing fuels of the future so our jets and ships can maintain our connections to the world, or innovative approaches to protecting our shores – we can be the ones at the forefront of making a

different future, or the ones at the backseat. Going through with it will build a fresh new dynamic to our economy.

**6. *Going for a Zero Emissions transport fleet***

2050 is close. So while we need to do what we say and provide infrastructure for public and active transport, as well as support shared mobility – the car will still have a role, particularly for longer trips. Depending on type Zero Emissions Vehicles can reduce emissions a lot – electric vehicles reduce emissions by 80% compared to their fossil-burning counterparts, according to EECA. As such, we need to electrify the fleet, and reasonably fast. If we're to convert the fleet quickly we need some Government help, but we can provide charging, and look at developments to ensure they are taking electric vehicles into account. We can also take a look at user charges and parking charges to understand how they can be used as influences towards Zero Emissions vehicles.

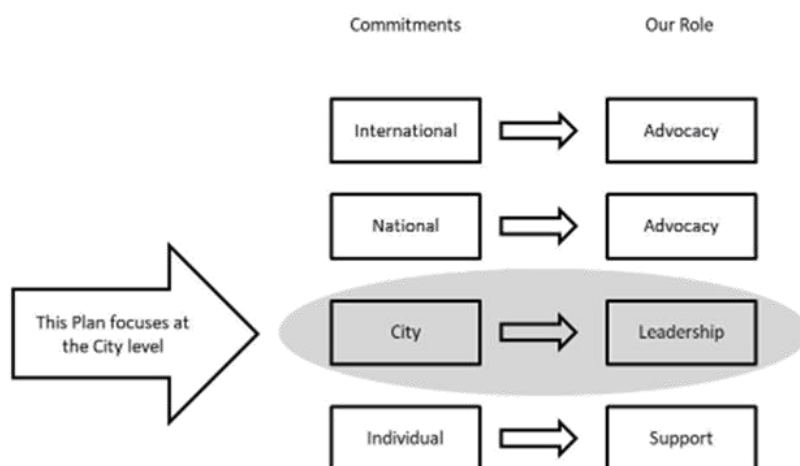
***And one big question***

You may have noticed above that a lot of the key actions deal with the car. Living more compactly, adopting shared ownership models, and investing seriously in public and active transport of all kinds. If all that doesn't work, we can electrify as much of the fleet as possible. The question is this:

***Have we reached the end of the love affair with the car?***

### Focus and Principles

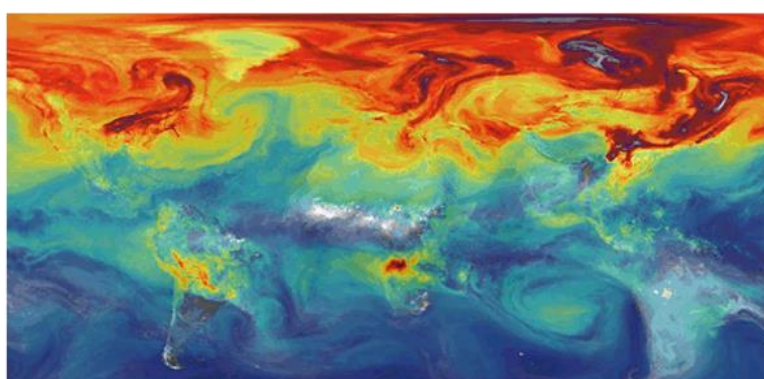
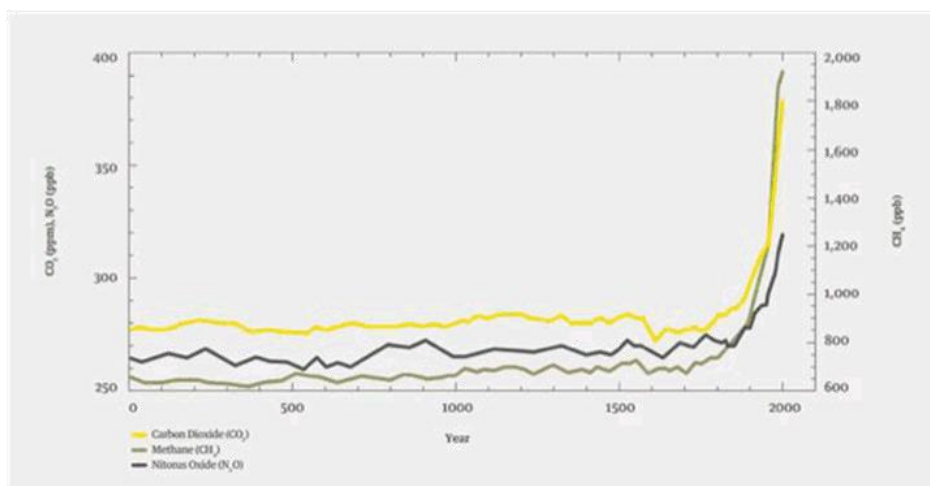
Climate change is everyone's responsibility. While this plan is aimed primarily at the City level, this cannot be in isolation from the commitments and aspirations of our nation or our citizens.



Though it focuses on the city level, this is a carbon plan for everyone – whether your concerns are financial, urbane, or environmental.

### International

The world's policy and science communities agree that change is required if we are to retain a quality of life as we know it. The global effort for climate action has centered on the Paris agreement, signed in 2015 and adopted by every country, including New Zealand. New Zealand's commitment under that agreement is to reduce greenhouse gas emissions by 30 per cent below 2005 levels by 2030. Unfortunately it is already too late for some low lying communities in areas including the South Pacific. We have already warmed the world by about 1 degree Celsius, and warming of 1.5 degrees is close to inevitable.



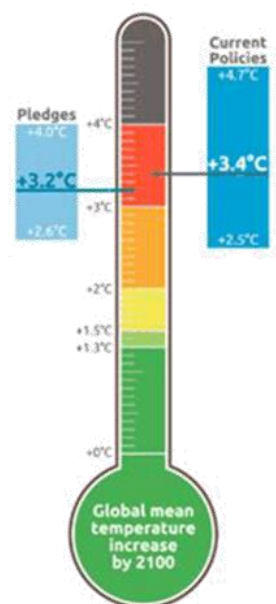
There are examples of what this means environmentally in California, which spent the summer aflame, unprecedented heat in Australia, crop failures

in northern Europe, and water shortages as in Cape Town. In each case it illustrates the path we are on and the severe issues we face globally.

The IPCC's SR1.5 report about what a 2 degree C increase in global temperature would look like compared to a world with just 1.5 degrees of warming: hundreds of millions suffering food and water shortages; mass migrations; massive biodiversity loss, including the destruction of 99% or more of the coral reefs across the planet; and disruption of natural processes like storms and rainfall across the planet. Considering we are on a pathway for a 3+ degree rise, the same report issued a stark warning contrasting with the normal tone of the science community - we are "well off track" to keep in the climate safe zone.

Other studies illustrate what this would mean for our economy and communities - reductions in GDP 3 or more times worse than the great recession. Whole communities washed away. The economic and social consequences of this seem unthinkable - but for some people they are very real and they are already here. Around the world we need to think and we need to act. We cannot let 'unthinkable' happen.

Taking a hard look at the current situation, current policies aren't enough at any level. Internationally, current policy will lead to about a 3.4 C warmer world, but pledges will lead only to a 3.2 C world. Based on what we now know, a much more aggressive policy is needed.



And though it is an essential component of the necessary response, we can no longer rely solely on planting trees to offset our excess carbon. Across the planet, there is no longer enough land that could possibly be converted to forestry to offset humanity's growing carbon output. Here in Wellington City, the same is true. Given the massive human, financial and natural impacts of climate change, the responsible path is to act now, act strongly, and act for collective impact.

### National

Nationally our emissions story is not a good one. Whereas between 1990 and 2016 the United Kingdom has reduced emissions by over 40%, New Zealand's emissions increased by 24%. This is not how we like to imagine ourselves internationally.

We have some big issues to deal with, including the Emissions Trading Scheme, agriculture, accommodating economic growth and sustaining good quality jobs while reducing emissions. Our Government is currently grappling with these issues; while this Plan obviously supports those efforts and will advocate for change, the Plan is focused on what the City itself can do rather than New Zealand as a whole.

Most coastal communities like us are also now struggling to deal with ubiquitous rising sea levels and flooding, with well known challenges in Thames, Haumoana and Hawkes Bay, South Dunedin, South Shore in Christchurch and part of Auckland.

Coastal Maori communities are likely to feel the brunt of these challenges. The Government has issued Guidelines to help coastal communities make decisions on their futures; however the guidelines do not identify 'who pays' or 'who gets to make decisions', two key facets that are quickly highlighted by at risk communities.

What gives particular hope is the recent push for a potential Zero Carbon Act and Independent Climate Commission to be formed. Each had impressive support in a national consultation that attracted 15,000 submissions. Both a target of zero emissions by 2050 and a Climate Commission had more than 90 percent support from submitters, showing that among the engaged there is wide agreement that New Zealand needs to set the right tone with strong sustainable goals and get the right advice to reach the goal. A similar structure has been effective in the UK, helping to bring down their greenhouse gases to 43% below 1990 levels since its introduction in 2008.

Between 1990 and 2016, the UK reduced its emissions by over 40 per cent while growing the economy by more than two thirds. - Her Excellency Menna Rawlings, British High Commissioner to Australia

**Wellington City**

“Nations talk; cities act.” - Michael Bloomberg, former Mayor of New York City

Currently across the globe, 50% of humanity lives in cities. By 2150, this is expected to be 80%, and 50% of the infrastructure that needs to be built hasn't. Each time infrastructure is built is an opportunity to design and build resilience and aim for zero carbon. This already applies to Wellington. We are investing heavily in seawalls, larger stormwater pipes in low lying areas and flood prone areas like Tawa and Kilbirnie, and Tangaroa is taking back some of the reclaimed land in the CBD, where already basements are pumped and we have some big decisions to make. More intense rainfall is also expected to trigger landslides, and insurers have told us that they will not cover for climate change. These early impacts are more motivation than ever to look towards a zero carbon future.

Wellington has good data around emissions and emissions have come down since 2006 – by about 17%. That said, the emissions are only down around 2% since 2001, which we base our targets on. Our 2020 target of a 10% reduction in emissions isn't sure to be met. The main focus of this plan is simple - to set Wellington's ambition to achieve zero carbon by 2050, and lay out the first steps we'd take to get there.

Wellington has always been at the forefront of social change - anti apartheid, nuclear free, women's rights - and now it's this generation's turn to step up on climate change. It is clear that some serious and transformational movement needs to be applied to achieve the goals we've already set - much less extend our goals.

Even more so, it is necessary to apply more investment, reappraise regulation and provide supportive partnerships to reduce carbon in the city in order for us to reclaim the leadership position we have so long held. Hutt City Council has recently established a target to be carbon neutral by 2050, following in the footsteps of Christchurch City Council, which set a corporate target of carbon neutrality by 2030, and a citywide target of carbon neutrality by 2050.

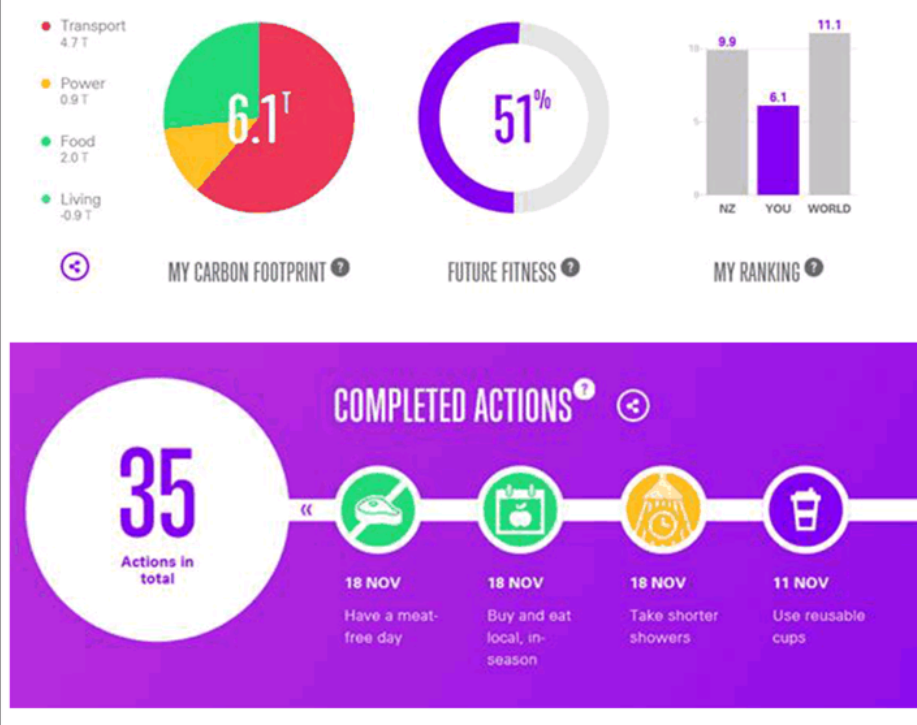
Council also has established links with a number of organisations that help in our climate response. Council reports all emissions for the city and

council into CDP (formerly the Carbon Disclosure Project), has just this year been recertified by CEMARS (Certified Emissions Management and Reduction Scheme) as a Council, and continues to build links with other cities through the 100 Resilient Cities network. Our own corporate emissions inventory show significant reduction opportunities in respect to waste reduction (on behalf of the city) and energy efficiency. On top of this, Council is part of the Global Covenant of Mayors for Climate and Energy.

### Individual

Some people want to go further and to make personal choices to reduce emissions. Where people want to do things like swapping out meats in their diets, hop on the bicycle, try an e-bike to get to work, or spend up to get an e-car - we can support them. For one, we can put in place supportive infrastructure. We also just need to get the right information in the hands of people so they can make great decisions for themselves, their family, and the climate.

To enable this transition, Wellington City Council has partnered with Auckland Council to develop [futurefit.nz](https://futurefit.nz), a simple yet powerful web tool so individuals can engage with climate change. FutureFit provides a snapshot of an individual's impact and supports making positive changes in the way we live to help reduce our footprint. The tool establishes a base footprint, and lets you go even deeper if you're keen to set some specific goals and actions. If you're really keen, it'll remind you each week which actions you've signed up for.



We need to go beyond just acting individually, though. This is a global challenge with only a few years to deal with it. We need to have conversations around the BBQ not just about what we can do to limit our carbon impact, but how we will help and encourage each other through any coming challenges, and what we can do to capitalise on the opportunity presented by the disruption of a low carbon economy.

### Climate Equity

Taking responsibility for our climate is ultimately the fairest course for all of us to take. The nations and peoples who will face the bulk of the climate challenges - sea-level rise, droughts, and flooding - will do so without having contributed the same level of emissions as developed countries and without having the resources to respond. It will be not just an inequitable situation internationally, but forces an additional challenge in that those same methods the developed world has used to grow economically are not available in a climate-constrained world to support those vulnerable peoples. The rapid nature of the oncoming challenge and impacts on these peoples across the planet sometimes contrasts with local equity challenges. Locally there are definitely particular considerations related to addressing the needs of all Wellingtonians. Those with houses in the way of coastal inundation may not be financially able to bear the effects of climate. In terms of preventing climate change, some Wellingtonians have less access to healthy and energy efficient housing, healthy food options, access to public transport, safe bicycling and walking routes, and are less resourced to respond to the effects of climate change.

In short, climate change will affect those who are disadvantaged more than those who are resourced to respond, and those without resources are poorly equipped to help in the fight against climate change. The concept of climate equity ensures that all Wellingtonians have the opportunity to benefit from climate solutions, while not taking on unequal burdens of climate impacts. If social equity is not considered, carbon reduction strategies run the risk of growing existing inequalities. Strategies and actions to reduce carbon emissions must seek to solve these.

But it is important to remember: equity extends beyond our borders. Our Pacific neighbours are likely to suffer the most from climate impacts. And some policy measures that may seem a little inequitable because they support new technology - like supporting electric vehicle chargers, high performance buildings and carbon-free businesses - are not intended to leave out those who cannot pay to be part of the change. It merely reflects that time is short and we

have to work together regardless of resources to ensure Wellington remains the world's most livable city - and our Pacific neighbours are able to remain where they want to be.

#### *The unique case of cars*

In taking the long view towards reaching our carbon reduction targets as quickly as possible, it is impossible to overlook that 38% of our carbon emissions come from road transport. Active and public transport can go a long way to putting a dent in this, but we must support the development of a zero carbon vehicle market as well. New Zealanders hold on to their vehicles longer than any other country in the developed world, so getting Zero Emissions Vehicles into the country immediately helps. Initially, they will go to those with the means to purchase new, expensive vehicles. But imports will also create a vibrant secondary market a few years down the line. As a result, Council has taken the position of supporting electric vehicles both in our fleet and in the public fleet for two reasons. First, familiarisation – we see more electric vehicles around, and are encouraged to buy one ourselves. Second, while there are no immediate equity benefits, the impact on secondary vehicle markets is positive.

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### Keying in on local risks

It is hard to absorb what the impacts of climate change will mean. In pursuit of helping to promote understanding, we've invested in technology like a 3D Virtual Reality simulator of how sea level rise could look here in Wellington. Beyond the impacts we can visualise, apart from hotter summers and more dramatic storms, the impacts later in the century - particularly of sea level rise - will prove more real as water laps at our gumboots. Some of these climate impacts are already locked in based on past activity, but others can be avoided through adopting the challenge which First to Zero sets - An ambitious climate change mitigation strategy is our best shot to avoid some of these impacts.

But not all the impacts are off in the distant future. When it rains heavily at a high tide, or when the waves from a severe storm crash against the coast, we are already experiencing early impacts of climate change. Cyclone Gita recently smashed our entire south coast, and Makara with it - leading to our Makara engagement process. Our underground stormwater network is already badly stressed in some areas - struggling to drain even at the best of times. While climate change may feel distant and detached, it is here now.

### What if we do nothing?

If you are a member of the media, this is probably the part where you start to perk up. The maps below are based on the Wellington Sea Level Rise Tool set at 1.4m of sea level rise - the "major new infrastructure" level for planning recommended in the latest Ministry for the Environment guidance for local government, and an understandable scenario in about a century on current trends. This is not a projection or a certainty, but the current guidance. The CBD, Kilbirnie and Miramar are at risk. These maps skip analysis of the impact of storms or other impacts that layer atop the rise, but given that is the case it is all the more worrying for our urban core. A return to the 1840s shoreline is essentially what that indicates, so what does it mean going forward?

### Dollars and cents

One of the key aspects for understanding the impacts of climate change is understanding how it will impact our economy, employment, social structures and homes. Given 77% of our GDP comes from within the CBD area, it's hard not

to wonder what impacts on our economy sea level rise will have. Much of the research in this area is at the national or international level, and as such is of limited use. That said, we have access to ample property data to understand the localized impact on Wellington properties. In this case, Wellington will see two key impacts: on the one hand, approximately \$7 billion in property could be affected by sea level rise at 1.4m of rise. That has huge implications for private property owners, building residents, the Council, insurance companies and banks. Second, the Council itself has to contend with it's own suite of massive impacts. Nearly a billion dollars of Council property would be affected, along with properties that yield around a quarter of the Council's yearly rates. So not only will massive funding streams be needed to face the challenges posed by climate change, but the funding available to Council to do so will be compromised.

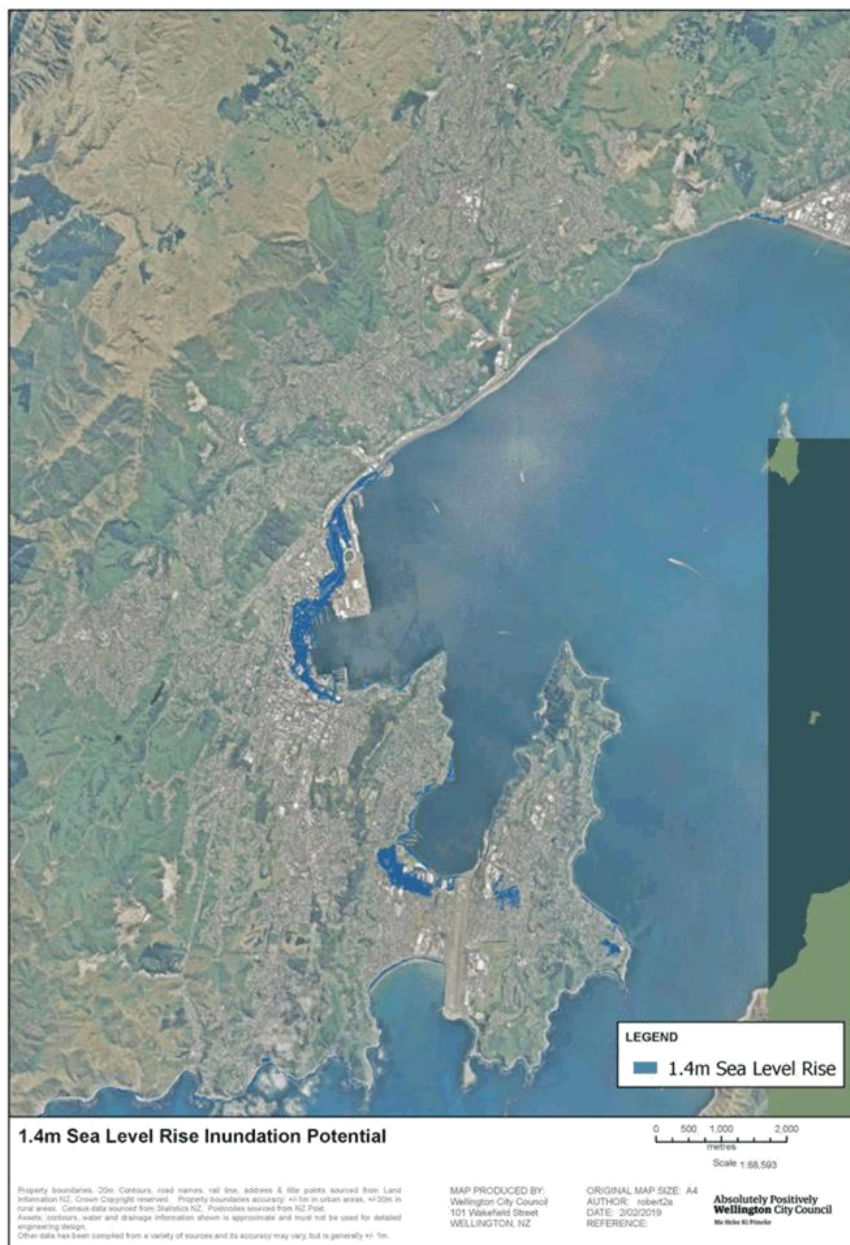
#### *The Financially Responsible Approach*

Taking in what we now know about property impacts, and the potential impact on our homes and our economy, we view climate change mitigation and adaptation through the lens of outstanding financial decision making. Avoiding impacts through mitigation is the key way forward, but we will need to guard against those impacts which are already cooked in to the system.

This is our home. We're not going anywhere, and we need to face this issue head on. Just up SH2 Hutt City shares our harbor and our challenges – we need to team up to understand the engineering, scientific and design challenges of the complex natural systems at work and find solutions that work – and when we need them in place.

In this way we can best preserve the community, economy and way of life that we currently enjoy and value. It isn't the only course of action, but it is the smartest one.

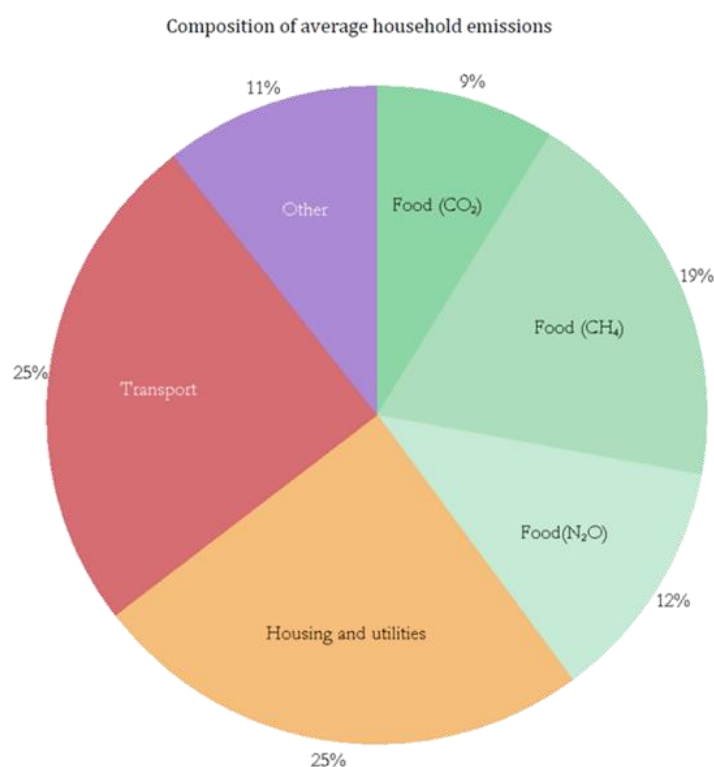






### Bringing the challenges home

Understanding what is needed to bring about our zero carbon future first requires that we all understand our footprint – and how we extend it through the actions we take every day. The largest day to day contributors to greenhouse emissions as a household are transport, food and utilities, which each account for close to a third of household emissions.



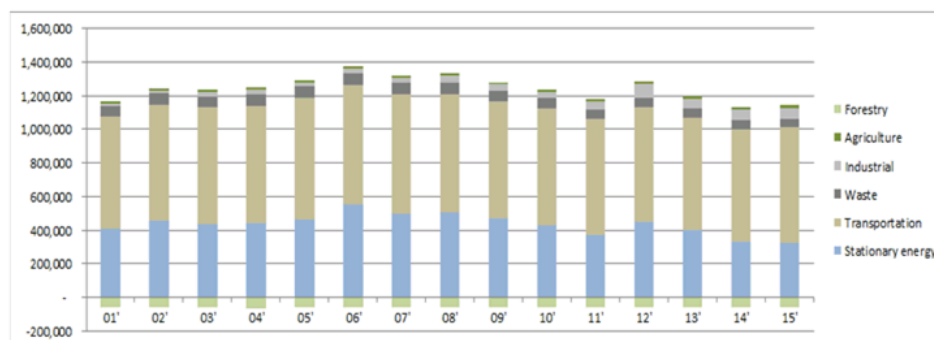
The choices that we make in our lives, especially what we eat, how we move around, where we live, and what kind of home we live in all have huge influence in our transition to a zero -carbon future. Together, better choices can lead to a zero-carbon and vibrant life.

*“Zero emissions is an ambitious but achievable goal.”*

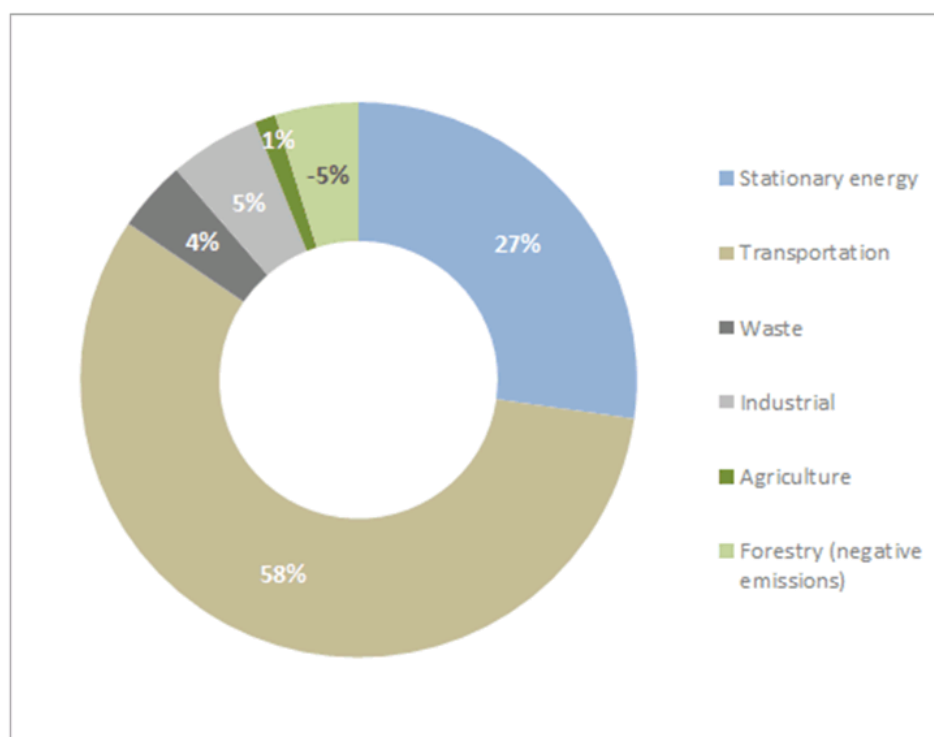
—UN Secretary-General Ban Ki-moon

### Wellington's Emissions

Here is our profile in full:



CO2e emissions city by year (tonnes CO2e)



Wellington City 2014/15 sector-based emissions inventory TCO2e

Wellington has been measuring carbon emissions for more than a decade. When broken down, our emissions inventory shows six main sectors emit in Wellington. The majority of our emissions come from transportation, with the bulk of the rest coming from energy use in homes and workplaces. That said, the consumption of goods and services that are produced outside our city is not

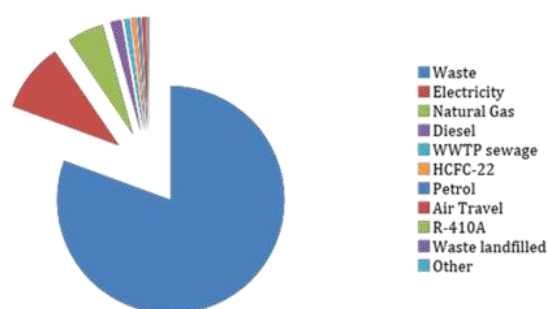
currently accounted for, even though they are a large contributor to global emissions. For example, if we include the associated emissions related to producing and transporting the food, appliances, or electronics purchased within the city, our city's emissions would be much greater than is accounted for from the six primary categories.

58% Transportation emissions 27% Building energy emissions
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Wellington was a pilot city for the global standard used to measure greenhouse emissions for cities, pioneering methods that hundreds of cities across the planet now use to compare and contrast our differing emissions challenges. That global standard has now being adopted by the Global Covenant of Mayors for Climate and Energy - which Wellington has committed to. The numbers tell an interesting story. Between 2000/01 and 2014/15, the gross GHG emissions produced in Wellington City reduced by 2.1% and the net emissions by 1.9% compared to the baseline year. That's slow, but it isn't hopeless. The level of emissions peaked in 2005/06, and have since reduced almost 18% - which bodes well for the potential to create a zero emissions pathway. The long-term reduction in emissions from electricity consumption (-29%), solid waste disposal (-24%) and agriculture (-14%) tells an encouraging story. However, an increase (+445%) in emissions from industrial product use (e.g. refrigerants and air conditioning), as well as an increase in aviation fuel (+11%), diesel (+23%) and a decrease in net carbon stored in forests (-7%) have counteracted most of these reductions. The total emissions for the city (2014/15) was 1.14 million tonnes of CO<sub>2</sub>e.

### Wellington City Council's Emissions

The Council also measures corporate emissions, including activities we own and operate like the landfill. We also include Council Controlled Organizations like the Wellington Zoo and Zealandia. Council participates in the Certified Emissions Management and Reduction Scheme (CEMARS) which both measures and audits emissions.



Council operations 2017/18' tCO2e (incl. landfills)

What is remarkable about the corporate inventory is how it is dominated by waste. Landfilled waste makes up more than 80% of Council emissions due to the ownership of two Council landfills. That said, the Council is the manager of that waste for the community, not the producer, so it is a challenge to influence. That ownership also indicates a risk - as carbon prices rise, they will be directly reflected in landfill costs. All told, Council has a goal to reduce waste by  $\frac{1}{3}$  by 2026, and that would definitely make a difference for the carbon equation. But that doesn't mean inaction in other areas. Electricity and natural gas are the largest known quantities, while emissions from contractors are largely unknown.

It is important to note that there is a third kind of inventory. While the City inventory covers all that is produced in Wellington, it does not cover all that is consumed. For instance - a city with a vibrant coffee culture, fabulous culinary options, excellent brewers, and the like should not register nil on the food front in our emissions. But that is the way it is measured because many ingredients and products come from beyond our borders. So to understand what emissions

mean in our lifestyle, we need to understand consumption emissions. We will make an effort to measure this going forward.

## Targets

Year	Wellington City Target	Wellington City Council Target
2020	10%	—
2030	40%	—
2040	65%	—
2050	80%	80%

Wellington City has had targets of 80% emissions reductions by 2050 for both the city and the Council for a more than a decade. But those targets are no longer viable if we want to keep the world safe, productive and rich in biodiversity. We need to go further, and do so faster.

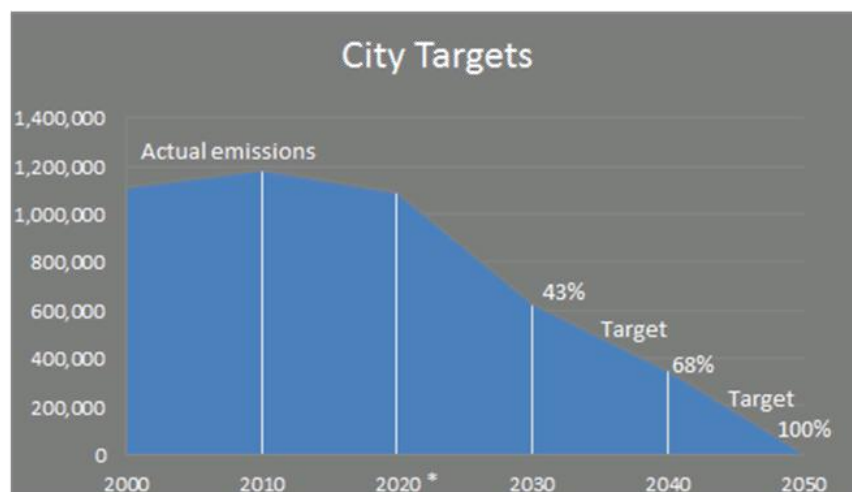
Traditionally targets are set relative to a base year, and set for a target year. But this can mean delaying action until the target year approaches. We need transformational change that will deliver as much carbon reduction as soon as economically and practically possible.

Internationally the Zero Carbon standard has been set by capital cities like Oslo, Canberra, and Stockholm - or by members of the C40 Cities initiative like Auckland that have committed to ensuring the world stays within a 1.5 degree warming boundary. Locally, Hutt City and Christchurch also have targets that now exceed Wellington City's targets for creating a zero carbon future. But in addition to net zero by 2050 targets, we need incentives, regulations and most of all partnerships to deliver reductions as fast as possible, in line with the ethos of being First to Zero. Speed will ensure we don't fall behind the way we have with past targets.

Finally, we have to recognize that the targets around carbon are somewhat too distant from the root of the action. We need targets in other areas – around transport and building types, or energy use at Council facilities. We will develop these for each area of action, but most importantly bring them to a level where we can truly track progress on a more regular basis.

Assuming strong commitment from local government and central government to work together to create rapid change, both of our new targets are

to reach net zero emissions by 2050.



Year	Wellington City Target	Wellington City Council Target
2020	10%	-
2030	43%	-
2040	68%	-
2050	100%	100%

To achieve this goal we will have to be extremely ambitious in seeking not just the emissions reductions across the city, but also looking for opportunities to offset and sequester carbon wherever possible - through forestry or otherwise.

A key point about these targets is that - as the city with the lowest per capita carbon emissions in Australasia, growth in the city's population can be good for the climate. When people are choosing to live here instead of somewhere else where their emissions impact is more severe, there is a carbon benefit.

An important addition is to develop a series of smaller targets for each category. This will be done as part of an implementation plan.

**Low Carbon Capital Plan**

In terms of measuring what we set out to do, the sustainability programme has been successful for some time. The 2013 Climate Change Action Plan saw 30 of 34 actions completed or significantly progressed over just 3 years. After that, the Low Carbon Capital Plan of 2016 has seen 22 of 24 areas of action completed or significantly progressed across the three areas of action:

**Greening Wellington's Growth** - Focussed on development and growth issues.

In this area 8 of 9 action items are on track in that they are completed or will be looked at in the near future. For example, the sewage sludge solution is funded, but exploration is ongoing.

**Changing the Way We Move** - Focussed on transport issues. 6 of 6 action items are on track or completed. The top item in this area was to provision 100 car parks for Car Share and Electric Vehicle Charging - 30 in the CBD, 70 in the suburbs. There are four chargers in the CBD. We have 25 car share vehicles circulating in the city now, and applications in from car sharing providers to take up the balance of the remaining CBD spots. In the suburbs, we have a number of spots being explored.

**Leading by Example** - Focussed on the Council's operations. 8 of 9 action items are on track in this area. Includes increasing electric car ownership, running staff behaviour change programmes, and changing procurement practices to get better outcomes.

But is just doing what we say enough? We are ambitious and set goals worthy of the challenge ahead of us – we have been a leading city on climate issues in the past. But we outline action that will make small changes, action that won't rock the boat. There is a disconnect between our stated goals and the substantial change needed to become a Zero Carbon Capital. Leading up to the 2016 Low Carbon Capital Plan, Council invested significantly in the information we needed to make the best possible decisions. Council started the process of shifting towards a more ambitious footing. First to Zero must continue that,

acknowledging the power Council has not just through the mighty dollar or tight regulation, but through setting the standard as a leading Capital city and advocating for change.

Put simply, thinking small will no longer do. The consequences would be disastrous.

Limiting global warming to 1.5°C would require “rapid, far-reaching and unprecedented” changes in all aspects of society. - IPCC SR1.5 report published October 2018

### Action

The urgency for action has been made very clear in recent times. Coordination across levels of government, partnership with business and the community, will all be essential. Each will have a different role and local government's unique role in providing infrastructure and authority to regulate will naturally focus the significant action we can take in a few areas, but it is evident that there are four main areas we can make a huge difference:

1. Transforming our growth
2. Decarbonising across the community
3. Leading by example
4. Advocating for others to join us

In pursuing these four avenues we take a bold stand that Wellington City will again be leading the cities of New Zealand and Australasia in combating climate change. With some challenges arising at the international level, it is time for cities across the planet to show that action at the local level is key to solving our climate emergency. And this is appropriate – local governments own most of the assets that are at risk from climate impacts, be it roads, water infrastructure, parklands or major assets like the waterfront; and we are closest to the action that is needed.

### Transforming our growth

The most essential actions a city can take when shaping the emissions future of that city are those relating to growth. Fighting sprawl, promoting multimodal transport, and building livable communities are essential to creating zero carbon outcomes. Transport and land use both are essential definers of how Wellingtonian's lifestyles translate into greenhouse gases. Building energy use and transportation make up the vast majority of the city's carbon emissions – and are highly influenced by where and how we grow. But we shape them in different ways – land use through planning rules and transport through investment and incentives.

There are massive opportunities in both areas to see new and different ways of growing that transform Wellington as it is to Wellington as it could be – a low carbon powerhouse with innovative types of development that align well with the available transport options. Transport options that are ever increasing with the entry of businesses that provide car sharing, bike sharing and scooter sharing, and the rollout of further infrastructure to support active, public and shared forms of mobility.

Essential to the success of building a low carbon city are two key projects that are underway. The *Planning for Growth* project currently underway will set a spatial plan for the city that will allow us to manage our potential growth. That plan will then lead into a District Plan review for Wellington that, done well, could offer huge opportunities to make a more liveable zero-carbon city. The second project is *Let's Get Welly Moving* - a massive collaboration between all three levels of government to deliver transformational change for Wellington and support a better future.

### Planning for Growth

Planning for Growth is a multi-year project that involves the review of the Wellington Urban Growth Plan and a full review of the District Plan. The Urban Growth Plan guides where people will live, whilst the District Plan guides how we build in each area of the city. This key project has been driven by a range of factors including significant population growth, concerns around housing supply and affordability, and worries around climate change impacts.

The fundamentals behind Planning for Growth are that we will have to welcome a growing number of people who recognize that Wellington is an amazing place to live and want to make it their home - about 50,000 to 80,000 more people by 2043. That's a big increase (up to almost 40%) for a city of 215,000.

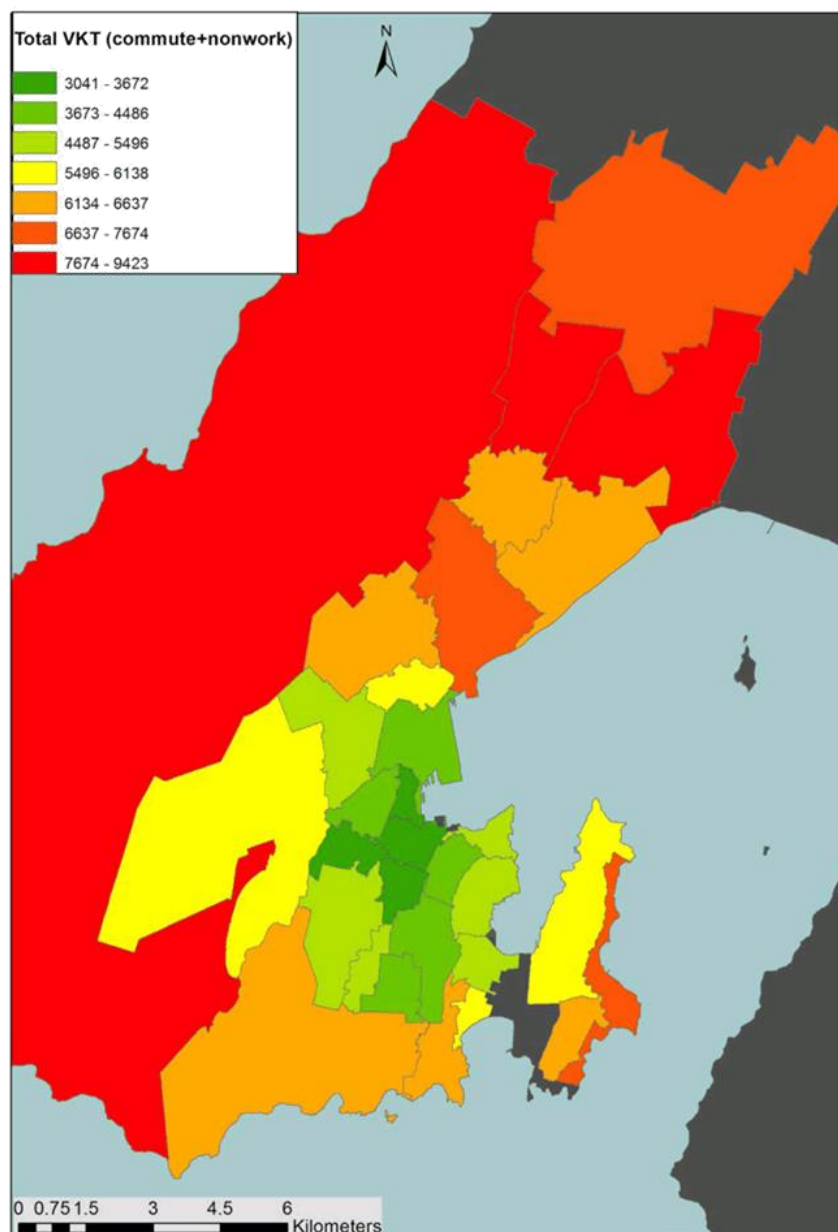
From a sustainability perspective, the more residents the better. Wellington is the lowest carbon city per capita in Australasia, so the more people living a low-carbon lifestyle here, the better it is for overall greenhouse emissions.

But there are some potential barriers to providing for this growth within our current District Plan settings. Density restrictions, parking requirements, site coverage restrictions, and protection of character areas are all aspects of the District Plan that strongly influence how the city develops, whether it can maintain a real urban character, how easy it remains to get around, and the amount of carbon emitted into the atmosphere.

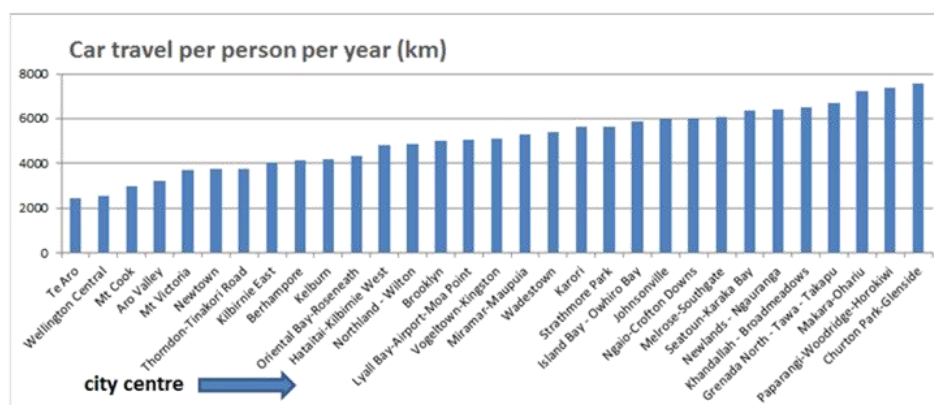
Sustainability is not the only thing we have to balance – there are trade-offs and discussions that need to be had with the community about the best way to achieve a zero carbon city in a way that aligns with the other desires they have for how the city is shaped.

The planning for growth process really represents a once in a lifetime chance to direct growth to the right places and set our planning rules to promote not just a compact Wellington City, but a compact Wellington Region by

embracing those who wish to make the city their home.



Estimated vehicles KM travelled based on census responses (Census and WCC)



Estimated vehicles KM travelled based on census responses (Census and WCC)

### Key considerations:

- Welcoming so much growth
  - As noted before, the more people who choose to live in Wellington instead of other places in the region or country the better. With the lowest carbon lifestyle engrained as part of Wellington, it just makes sense. But it will remain true only if those newcomers live in central or inner suburban areas, where travel distances are short and walking and cycling are easy ways to get around, or if they locate in more distant areas but use low carbon transport. And, of course, development needs to be done in a way that maintains our status as the most livable city around. Lucky for us, compact development with accessible amenities and great public transport fits right in with the priorities of Wellingtonians. But we still need to be conscious of constraints like traffic congestion, infrastructure and natural hazards that need a close eye.
- Maximizing compactness
  - Compact, liveable urban forms result in lower carbon emissions. When shops, jobs and entertainment are nearby there is far less need to travel long distances using transport modes that are unsustainable. Denser urban forms also tend to emit less carbon per household, particularly if they capitalise on exciting technologies like district heating.

- Reducing the minimum parking requirement
  - Currently, for residents of the Residential area, aside from the CBD, the District Plan requires a minimum number of parking spaces for new dwellings. This can make houses more expensive, more difficult to build, occupies useful private land that could be dedicated to more housing or amenities, and encourages driving. In addition, it discourages the use of alternatives, like walking, cycling, public transport, ridesharing, car sharing, and bikesharing. The removal of the minimum parking requirement in the CBD long ago has been hugely successful for developments there, and through the Planning for Growth project we will investigate means to further this concept - not just because of all the reasons above, but because it no longer aligns with our strategic transport orientation.
- Character areas
  - The character areas in the inner suburbs (Mt Victoria, Thorndon, Newtown, Berhampore, Mt Cook, Aro Valley/The Terrace, and Holloway Road) cover the lowest-carbon areas of the city to live in. These areas are close to many key services and employment opportunities, so walking and biking is convenient. Many households in these areas don't own cars because they aren't necessary on a daily basis. But these areas are also subject to character rules in the District Plan which prevent the demolition of buildings constructed prior to 1930. Re-evaluating these areas and understanding what definitively needs preservation and where there may be opportunities for more Wellingtonians to enjoy the low-carbon, liveable, walkable lifestyle these areas offer is a critical goal of Planning for Growth.
- Other factors

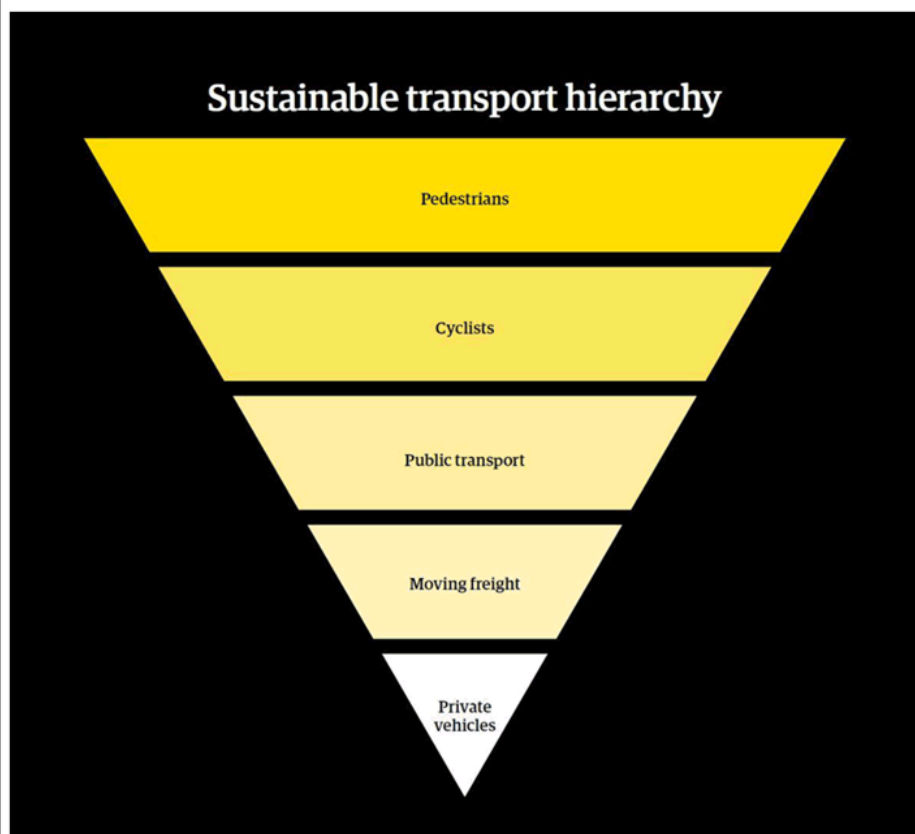
The full review of the District Plan provides an opportunity to better understand how the rules are performing in relation to creating a lower carbon, higher amenity, and more liveable city. Rules such as

height limits, controls on infill development and site coverage rules  
are among the rules in the District Plan that will be reviewed.

### Changing the way we move

Unlike the opportunities around urban growth, which primarily deal with regulation, the largest opportunities around transport deal with investment – with the notable exception that the easiest way to live a low carbon lifestyle from a transport perspective is to live centrally. Our existing transport system needs a big tune-up to deliver a low carbon future. A major shift is needed in the direction of more public and active transport, as well as more shared modes of mobility wherever possible. Even the simple switching of fuels is a help and needs encouraging where possible.

This style:



But this hierarchy:

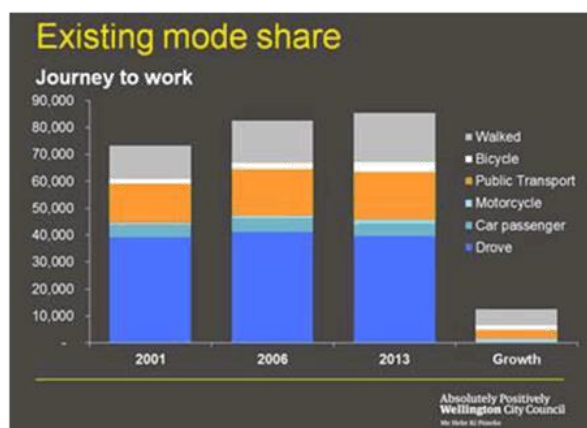
walking  
cycling

public transport (trains, busses, light rail, ferries)  
micro-mobility (shared e-scooter, e-bikes, e-mopeds)  
delivery vehicles  
car sharing and pool vehicles  
rideshare and taxis  
private vehicles and motorcycles  
aircraft

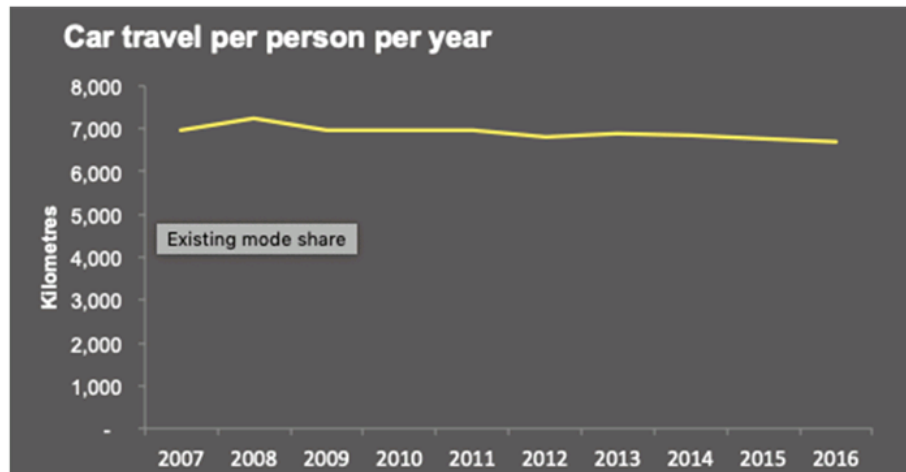
[For all - alternative fuels prioritized e.g. e-car > car but taxi > e-car]

Wellington City Council has been using a sustainable transport hierarchy in its planning since the release of the Urban Growth Plan in 2015. This means when we're considering investment, we consider the impact on each mode, prioritized from top to bottom. Relatively simplistic to start, the important element is that active modes are most emphasized, followed by public and private modes of transport. But many more variables are at play in a complex urban transport system - including delivery vehicles, taxis and micro-mobility. We have updated our sustainable transport hierarchy to account for this.

Knowing how we prioritize and plan is key. And you might say it is working - going back even further before the Urban Growth Plan existed. It makes sense to take great pride in the fact that in terms of trip growth, between the 2001 and 2013 Censuses almost all trip growth for travelling to work was sustainable modes - walking, biking or public transport.



That said, that isn't the whole story. Since 2007 car travel in terms of km per person per year has stayed persistently high. It's not on a significantly declining track. So while we're supporting the right decisions for getting to work, for other purposes we aren't there yet. It means there is more to do.



Source: MoT

In sum, it's a tricky problem to solve. And this requires a multi-pronged approach because responsibilities are split across three levels of government. This brought about Let's Get Welly Moving - a joint initiative between Wellington City Council, Greater Wellington Regional Council, and the New Zealand Transport Agency. While it is focussed on the area between Ngauranga and the Airport, the project aims to integrate all modes of transport in a holistic way.

The multi-organisation partnership and scale of investment of LGWM are unprecedented in Wellington – much like Planning for Growth, they present a once in a generation opportunity to create the transport system we need to support our low carbon future

**Key considerations:**

- Enhancing opportunities for active transport throughout Wellington
  - o There's nothing better than zero-carbon transport opportunities. The programmes Council has in place to spread cycleways and walking improvements throughout the city promote these opportunities. Such improvements enhance opportunities for

more of the 76% of Wellingtonians who've said they are willing to give biking a try in a safe, controlled environment. Additionally, walking facilities give the whole population a chance to have a more pleasant experience.

- Raising the quality, capacity, and affordability of public transport across the city.
  - o Starting with enhancements associated with Let's Get Welly Moving, there is a huge opportunity to improve the public transport service across Wellington. The basics like on-time, comfortable, appropriately loaded services for an affordable price can all be a component of supporting a public transport revolution. And that's before the exciting aspects of mass transit like station-focused housing developments and supporting active transport at stations are incorporated.
- Introducing effective tools to send signals about road use
  - o Key to the management of a city which has no more space to build additional roading capacity is to address the congestion that does exist, even if it is limited compared to other cities around the world. User charges make a great deal of sense for balancing the use of the road as much as possible among the various types of road user. In addition, charging offers the opportunity for reduced carbon output as low carbon alternatives become more attractive. For example, the charges will act as an incentive for ridesharing or carpooling.
- Enhancing development around public transport routes
  - o The opportunity to harness the development-driving aspects of public transport presents an exciting avenue for exploration as it can transform communities close to major transport hubs, driving different behaviours and transport patterns in addition to creating more compact and livable communities.
- Electrify the rest
  - o There are multiple types of Zero-Emissions Vehicles (ZEVs): hydrogen, biofuel, but the most common is electric. Electric

vehicles are known technology - and ready to serve. There is still a great deal of driving in Wellington, and as we go to Zero Carbon those cars need to change to ZEVs, and soon. Kiwis keep their cars a long time - so we need to swap old cars for ZEVs as fast as we can. Council has no role in importation and subsidy, but there are other ways to play our part.

### Zero-carbon economy

As a connected harbour city with a high income, highly-educated workforce, Wellington is placed to grab the opportunity and grow a zero-carbon economy based on service and technology. And not just that: by being a leader in the climate action area Wellington is well suited to capitalise on the market for solutions that will develop as the impacts of climate change spread throughout the planet. In fact, a recent *Climate Change Impact* report, commissioned by Westpac Bank and delivered by EY, points out that getting an early start on reducing greenhouse gas emissions could result in a \$30 billion gain for New Zealand's economy. They found that parts of the economy that better align with a zero-carbon future outperform economy-wide growth. On the other hand, if you're in a part of the economy which can't adapt to a zero-carbon future, your expected growth will decline.

The smart money of the future is in zero carbon solutions - services that drive smart infrastructure, fossil fuel alternatives, and businesses that will develop from finding new and different ways to adapt to climate change.

And while climate change is going to cost us heavily by nearly any social, environmental or economic measure, New Zealand tourism has an opportunity to benefit from the more drastic pressures facing overseas destinations. This competitive advantage will become more pronounced as low- or zero- carbon fuels become available for cruises and air travel.

Sector	Climate Variable							
	Temperature	Precipitation	Flooding	Wind	Storms	Sea Level Rise	Bushfires	Droughts
Agriculture	High	Medium	Medium	Medium	Medium	Medium	Medium	High
Tourism	Medium	Medium	Medium	Medium	Medium	Medium	Low	Low
Forestry	Medium	Medium	Low	Medium	Medium	Low	High	Medium
Transport	High	High	High	Medium	Medium	High	Low	Low
Electricity	High	Medium	Medium	Medium	Medium	High	Low	Medium

Figure 9: Summary of physical impacts from climate change as reflected in New Zealand literature review

Significance    No material impact    Low    Medium    High

Impacts by sector - EY & Westpac

Our compact city also creates incredible opportunity for technology and service hubs, many of which are already active in the city. Shifting Wellington towards a zero-carbon economy would build a better, more resilient one in the process.

*Key considerations:*

- Trade and tourism opportunities

Wellington's port and airport are key gateways between New Zealand and the rest of the world. They promote essential links not just between businesses and families, but as a capital city they are our gateway to the world. Building new low carbon businesses in the city will be essential for growth and development opportunities, but so will finding ways to support low carbon fuels for aviation and sea travel so current connections can be maintained at a much lower carbon cost. Separately, the growing tourism opportunities in the region will be supported by a decarbonizing airport.

- Job creation

The economic benefits of new technologies and services also translates to job creation and job upgrading, especially if supported in coordination with central and local governments.

**Case Study – Sustainable Food****Food is central to our identity**

Wellington's food scene is a core element of our culture and identity. Our thriving food and café scene is what sets Wellington apart from other New Zealand centres. Our food culture and subsequent foodie events enhance quality of life for Wellingtonians - and promote our city as an exciting tourist destination. It is hard to imagine Wellington without our culture of bars, cafes and restaurants as the backbone of our city's identity.

**How the food scene is working to build a sustainable food network**

But food has a significant environmental footprint. Locally, restaurants ranging from Boquita to Lord of the Fries are popping up to offer decarbonized delights of very different types. Globally we are seeing a boom in innovation around meat substitutes as the immediate focus of the low-carbon food equation. Silicon Valley billionaires Sergey Brin(Google), Bill Gates(Microsoft), Biz Stone(Twitter) and many others including the Sovereign Wealth Fund of Singapore all see the potential of this market and have put big money investments into it.

Change is afoot – and while our economy current revolves around meat and dairy, a sustainable food network of the future would benefit from being on the front lines of these evolutions to create economic resilience. An economy promoting and producing these kinds of substitutes would have substantial carbon benefits, and being at the forefront of this kind of change will fit into our Silicon Welly image.

**Bringing it home**

In the meantime, Wellingtonians are no slouches when it comes to sustainable food. Initiatives in Wellington, like Kaibosh Food Rescue providing over 3 million meals since 2008 from food that would have otherwise gone to landfill; the Free Store redistributing donations of surplus food from over 60 cafes and restaurants to provide meals for over 100 customers each day; and Crop Swap, an initiative that brings together “backyard gardeners, home bakers and food foragers” once a month to swap and share grown and homemade food to connect

with the community over a common interest. And we cannot forget the many community gardens across the city and the essential network effects they provide.

On top of all this, the more food is produced within Wellington borders, the more our food security would improve during a natural disaster; and community food spaces aid in community-building and tackle the increasing issue of loneliness, amongst other co-benefits.

### Decarbonizing across the community

Focusing on emissions throughout the community is essential if Wellington is going to lead the way to a zero carbon future. Working with partners, attracting talent, and focusing on those weightless businesses that already lend the city such economic strength will be important features of any strategy that delivers that future.

But there is definitely more at stake. Council has relatively restricted power in certain areas in terms of requiring the right moves, but as it stands incentives and information are always available for the council to deploy. Our strong performance in the past has largely been on giving people the information they need – e.g. through advice programmes – or the incentives they need – e.g. supporting low carbon businesses – to make low carbon action a reality. We need to take that a step further and help people of all ages understand their complete personal impact alongside our activities.

### Existing projects:

Greenhouse Gas Inventory – every four years Wellington City Council is required to conduct an inventory of all greenhouse emissions emitted within the city boundaries according to an international standard. We’ve been a leader in this area – We will continue to lead in this area among Australasian Councils, and will continue to partner with other Councils in our region whenever possible.

Potential impact (1-4)	Carbon emissions reduction magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	0	1	2	2	2	0

FutureFit behaviour change app – Our FutureFit calculator stemmed from a commitment to staff behaviour change in the Low Carbon Capital Plan. It is a personal carbon calculator web app that includes the ability to choose actions to reduce your carbon - and be reminded by text. We invited our partners at Auckland Council to contribute to a collaborative outcome. Having tried it out with staff, we're quite excited to deploy it over the next year. All in all, getting the right information in individuals hands for them to make Low-Carbon decisions will be an exciting opportunity.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	1	1	3	4	3

Neighbourhood Grids – We continue to support the neighbourhood grids programme we are running with Contact Energy and Wellington Electricity. This programme saw 23 Wellington City households in areas with vulnerable substations outfitted with solar + battery power systems and a resilience package that included water tanks, LPG and an energy assessment. In an outage it also provides a base for neighbours to come charge phones and connect. With another year left on the trial we are monitoring the success of the programme, as well as other solar opportunities.

Potential impact (1-4)	Carbon emissions	Cost estimation	Potential to support	Potential to advance	Potential to improve	Potential health benefits
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	reductions magnitude		job and economy	equity	environment	
	2	3	4	1	3	0

Home Energy Saver – Our most popular programme for supporting community climate action for almost a decade has been the Home Energy Saver programme. Each year, 500 Wellington households invite Sustainability Trust auditors into their homes to learn about the key changes they can make to lower their energy use and save both money and emissions. Currently we are reviewing this programme to see how we can best help households understand what they can do to lower their impact.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	1	4	4	4	3

Zero Carbon Challenge and Climathon – For four years now Council has supported both the Low Carbon Challenge and the Climathon. As founder and core funder of the Low Carbon Challenge, we have lifted idea stage businesses up to exciting opportunities year after year. As a co-host of the annual Climathon with Victoria University of Wellington, we have presented a fixed opportunity for the community to come together once a year and apply their mind to the exciting

low carbon possibilities. Taking advantage of the Low Carbon opportunities across the economy will be essential to transitioning positively to a zero carbon world – and quickly.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	2	2	4	3	2	1

#### Warmer Kiwi Homes

Insulation is the most important element of an energy retrofit for older homes. Warmer Kiwi Homes is targeted at homeowners with a Community Services Card or living in high deprivation areas. EECA provides a 67% subsidy with additional support from local stakeholders, such as the Council, to further reduce the costs to homeowners.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	4	3	4	4	2	4

Car Sharing – Car sharing has seen a massive growth in popularity since the passing of the Low Carbon Capital plan that set aside on-street space for the use

of car sharing firms. Thousands of Wellingtonians now use car sharing services, with 38 cars circulating around the city as compared to 1 car when the last plan was passed – and this number should pass fifty by July 1 2019. That number is partially so high because MEVO has done a stellar job of working with the Council to realise their vision of a free-floating car sharing service that works for Council and the wider community. But while we are excited by their success, we are not complacent and will not be complacent about car sharing – it has great potential to further enable Wellingtonians to go without owning cars if affordable alternatives are available. The review of the car sharing policy later in 2019 will provide an opportunity to reflect on the context going forward for these shared vehicle services, but in the short term our cap on CBD vehicle bays to be provided to car sharing services has been exhausted. We will raise that cap to 60 bays from 30 until such time as we can fully review the context as part of the car sharing review. Ample space remains in the suburbs to expand car sharing further.

Potential impact (1-4)	Carbon emissions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	1	4	4	1	3

Electric Vehicle Charging – EV charging has seen incredible growth in Wellington since the 2016 Low Carbon Capital Plan. We've installed three slower chargers at Zealandia, three fast chargers in the CBD thanks to Contact Energy and ChargeNet New Zealand, one slower charger on Bond Street, and have fifty slow residential chargers in progress. In the end, the 25% of Wellingtonians without access to off-street charging should remain the focus as the lack of ability to

charge at home is a barrier to owning an EV. In a market that currently has the highest per capita EV ownership, there is high community interest that Council needs to encourage, and support actively, rather than hold back.

### How shall we support people to buy electric vehicles?

#### Why support EVs?

- 38% of our city's emissions come from road vehicles. We need to solve that, and soon
- Going all-electric would slash these emissions by 80%, and will do so even more with a 100% renewable grid.
- The technology is proven and becoming more prevalent and affordable.

#### What should we do?

Incentives	Charging	Perks
<b>Purchase Subsidy or Feebate</b> - Central Government  Our role is to advocate for Central Government to do this, because a low purchase price drives buying decisions and currently electric vehicles cost more than most petrol cars.	<b>Fast Chargers</b> - Private sector  Fast chargers enable locals and visitors to charge up quickly when they don't have time or ability to charge slowly overnight.	<b>Free Parking</b>  Free car parking for electric vehicles would be too expensive; this is a critical source of revenue for Council transport projects.
<b>No Road User Charges</b> - Central Government  Our role is to advocate for Central Government to continue free or discounted road user charges on EVs. Low running costs will attract more people to drive electric.	<b>Charging at home</b>  25% of homes in our city lack off-street parking, so face a barrier to owning an electric car as they cannot charge. We can provide chargers to combat this.	<b>Cordon Charge / EV Zone</b>  If a toll or charge was imposed on vehicles entering the city in the future, the fee could be adjusted to support EV vehicles in the zone.
<b>Vehicle Import Standards</b>  As we have no power over what cars enter the country, our role is to advocate for Central Government to ensure we are bringing vehicles that are fit for the future into the fleet.	<b>Town Center / Destination Chargers</b>  Slow chargers for cars parking in suburban town centers and whilst visiting popular destinations is a convenience rather than a necessity.	<b>Carpool / Bus lane use</b>  A popular perk overseas, but Wellington prioritises the performance of our public transport network in our precious few bus lanes.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	4	2	4	3	1	0

*New Projects 2019-2029:*

Dynamic Shuttles – Point to point transport integrating with the public transport system or to parts of the city that would allow more effective active transport have been rising in popularity throughout the world. With our partners we will look to see point to point transport options included in the mix for development as we aim to enhance levels of convenience and reduce the reliance on the private car.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	4	3	4	4	2	4

Bike sharing & Scooter Sharing – The trials of bike and scooter sharing in Wellington present an opportunity to understand if these modes belong in Wellington. Tens of thousands of bikeshare rides later, the key outcome achieved has been introducing new people to both biking, and generally shifting the conversation towards enjoyable modes of shared transport. Tying in with the cycleway network, it will make more and more sense to support these modes of travel from a carbon perspective.

Potential impact (1-4)	Carbon emissions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	0	3	4	1	2

Schools Carbon Calculator – Inspired by FutureFit, a group of young innovators in Wellington’s Smart Seeds program run by GHD developed the concept for Torokiki – a carbon calculator and reduction competition for schools. In partnership with an energy company and potentially the education and environment sector, we aim to make the competition a reality.

Potential impact (1-4)	Carbon emissions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits

	3	1	2	3	2	1

Explore borrowing against rates for sustainable household infrastructure – Household improvements related to energy efficiency deliver tremendous outcomes, ranging from the reduction in carbon to improvements in health. At scale, it could even save infrastructure costs. As Greater Wellington Regional Council already offers this for insulation, we will explore retrofit support options that allow ratepayers to realise their and the Council's low-carbon aspirations using rates as a financing mechanism. Such a programme will be challenging to realise, but addressing the vast bulk of our housing stock, which is already built, is essential to delivering low carbon outcomes.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	4	4	4	4	2	4

Sustainable Food Network – In the Wellington Resilience Strategy, Council committed to developing an understanding of what a Sustainable Food Network could deliver. A lower carbon culinary arena in Wellington benefits us not just from an environmental standpoint, but also delivers health and resilience co-benefits. What that network will look like is currently being developed, starting with initiatives such as Sustainable Food Forums to regularly bring together groups working towards sustainable food goals across Wellington. We do know for sure greater access for all to sorts of lower carbon food - particularly fresh

fruit and veggies - and more localised production will form the backbone of a Sustainable Food Network.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	2	3	4	3	4

Travel Behaviour Change – We will establish a travel behaviour change programme for businesses. In other New Zealand cities, advisors coming to the office helping staff on a one-to-one basis has been incredibly effective at shifting outcomes.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	1	3	3	1	4

Solar on community facilities – Building on the positive early experiences of the Virtual Power Plant, the Council will aim to get involved in a number of solar installations in different community contexts – e.g. community centres, or

council facilities. Solar, particularly with battery systems, offers the opportunity to create not just sustainability gains but also resilience benefits, particularly if these sites are designated for post-disaster support.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	2	3	4	1	1	0

Zero Carbon Parks – Council owns a tremendous variety of parks supporting our resident's desires to live an exciting and active lifestyle. Ranging from playgrounds to sports pitches and beaches – and hundreds of buildings around the city – all have their own role to play in promoting Zero Carbon Parks. We will explore the materials we can use when parks are rehabilitated to have the least emissions impact, and on an ongoing basis explore adjustments that can be made to existing buildings to better align the operations of existing parks with a Zero Carbon aspiration.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	2	1	2	2	4	4

Enhanced high performance building incentives – Currently council offers an attractive 50% reduction in development contributions to some buildings that meet specific certification standards set by organizations like the New Zealand Green Building Council or LEED. We will review these incentives to ensure they align well with the outcomes sought, including exploring other avenues of incentive such as expanding the types of building covered, looking at other payments to council like rates, and what level of certification is needed to warrant a rating.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	2	4	3	1	4

Consumption Inventory – Council will produce a consumption based greenhouse gas inventory that indicates not just the level of emissions from producers in Wellington, but the emissions from products we consume. That information will then help Council equip our businesses and residents to make good decisions. It will also support development of our informational tools like the Wellington 2050 Calculator and FutureFit.

Potential impact (1-4)	Carbon emissions reductions	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits

	magnitude					
	2	1	2	1	2	1

District Plan Review - As part of the Planning for Growth process, we will evaluate a number of exciting potential enhancements to the District Plan to yield positive outcomes. High performance building requirements, minimum car share parking requirements, minimum bike parking requirements for work and home, and other aspects will all be evaluated for their potential to influence outcomes.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	4	0	4	4	4	4

Minimum/Maximum Parking Restriction Per Property Study – To support planning for growth, Council will explore in detail what areas of the city are suitable for minimum parking restrictions. In doing so it makes sense to explore which zones might benefit from a maximum parking restriction to preserve land availability and focus usage on easily available alternatives in such a zone.

Potential impact (1-4)	Carbon emissions reduction	Cost estimation	Potential to support job and	Potential to advance equity	Potential to improve environ	Potential health benefits
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	ns magnitud e		economy		ment	
	3	0	1	1	1	2

Close down streets, convert to shared spaces, and detune in town centres and CBD to traffic – Council will seek areas in the CBD and Town Centres where closing down streets to traffic will support the vitality and livability of those areas. Obvious areas for exploration are those immediately adjacent to existing pedestrian zones or high use public transport areas, but exploring further into town centres has potential to create an even more vibrant city from boundary to boundary.

Potential impact (1-4)	Carbon emission s reductio ns magnitud e	Cost estimatio n	Potential to support job and economy	Potential to advance equity	Potential to improve environ ment	Potential health benefits
	3	2	4	3	2	4

User charges and access – The prospect of user charges to decongest the road network will also permit incentives for zero emissions vehicles early on and control of other kinds of vehicles later on in the transition to zero carbon. Further exploration would be needed, but exploring exempting EVs from paying the charge until they comprise a certain percentage of the fleet would be a sensible approach. Thereafter there will be few changes, but in 2035 we will cease to allow vehicles that are fossil fuelled through the cordon, creating a

fossil-free CBD. If a cordon charge is for some reason not introduced, Council will explore methods of creating a Fossil-Free zone in the CBD. This aligns with the C40 Cities Fossil Free Streets declaration.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	0	2	2	2	4

Parking pricing adjustments – One of the key services council provides to the community is parking throughout the city. Whether for residential, coupon or short stay parking, we will explore a long term plan for tolling higher emissions vehicles via parking charges towards the end of the transition. This may require the assistance of Central Government.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	1	2	1	3	4

Pursuing forestry opportunities – Wellington, despite its incredibly compact urban form, has substantial rural areas suitable for planting out with trees to

create carbon sinks. Determining the most appropriate way to incentivise planting privately held land serves as a sound companion to planting out our own significant land holdings where possible. It is also necessary to understand what balance between native and exotic tree species is most appropriate to promote biodiversity and conservation co-benefits while seriously seeking a lower carbon future – both for private and public lands. While natives are key for a lot of reasons, exotics sequester much more carbon and can be planted alongside natives happily.

Potential impact (1-4)	Carbon emissions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	2	4	4	3	4	4

### Case Study of Community Carbon

Aorangi House on Molesworth Street is a refurbished office building in Wellington that won an award from the World Green Building Council and is one of New Zealand's most intelligent structures. As part of the Wellington Smart Buildings Challenge (which aimed to achieve 10% annual whole building energy savings in the participating buildings over just one year), WCC also contributed a small amount to energy optimisation (Building Tuning) of the building in 2016.

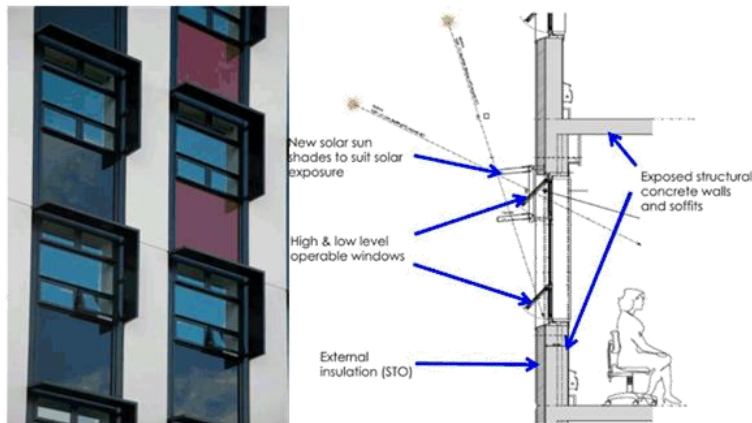
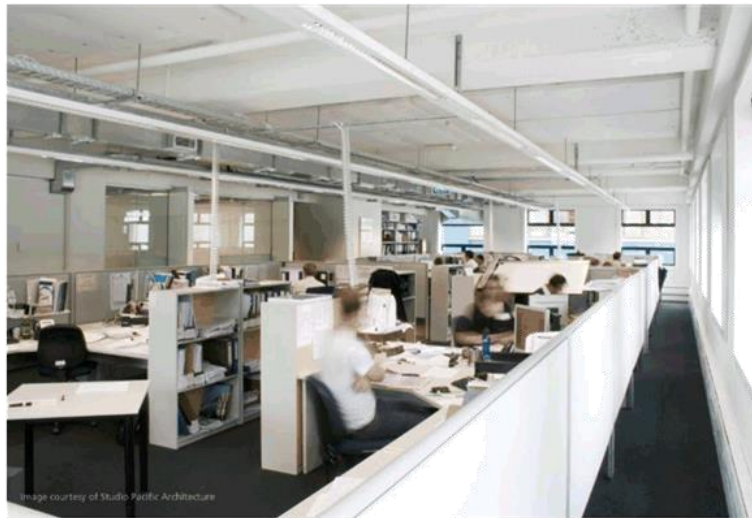


Before



After

Rejuvenated from an obsolete 1970s office building, Aorangi House is an exemplar of up-cycling. The building was abandoned in 2005 because of issues with warming, cooling and ventilation. The Aorangi House's energy optimisation project demonstrates how existing buildings can be effectively revitalised to exceed modern day building standards.



The world leading building design and performance outcomes are summarised in the following three areas.

**Energy and Emissions:**

- Achieved New Zealand's first 5.5 Star NABERSNZ energy rating for a refurbished office building (second highest rated building to date). This represents 64% less energy and GHG emissions than a typical NZ office building
- Reusing an untenanted 1970's office building avoids significant embodied energy and embodied carbon associated with demolition and new construction
- Cost effective passive solar design principles adopted using novel natural ventilation approach for a multi-storey office building
- Demonstrates how a major energy efficiency upgrade can be completed on a limited budget

-The building tuning project cost was \$15,000 and the project reduced the annual energy costs by \$9,000-\$11,000, which resulted in a payback of 1-2 years.

**Comfort, Health, & Wellbeing:**

- Strategic design targeted positive user outcomes
- Passive design approach proven to work in reality
- Post occupancy evaluation (BUS) placed Aorangi House as top building overall in the New Zealand dataset.
- Excellent relative perceptions of the Overall Comfort of the building and its perceived influence on the Health and Productivity of the users.

**Building Tuning:**

- Switch from gas boiler to energy and carbon efficient heating plant to maximise New Zealand's renewable grid supplied electricity
- While already energy efficient, the building tuning project saved an additional 22% whole building energy use and 30% whole building GHG emissions (30 Tonnes CO2-e) annually
- Exemplar case on how to transition existing NZ buildings towards the net zero carbon goal by initially making the best use of existing assets through building tuning instead of carbon intensive demolition and rebuild

### **Leading by Example - the Wellington City Council Plan**

As with anything, leading starts by looking in. We need a comprehensive plan to reduce the carbon we emit as a Council to zero by 2050. Unlike other areas, Council has much more control over what happens in our own facilities or through our own operations than in those that belong to or are managed by others. Thanks to our participation in the Certified Emissions Management and Reduction Scheme (CEMARS) we have an excellent understanding of the source of most operational emissions for the council. We need to make further headway in understanding the embodied carbon we create as well as how we can imbue similar zero carbon aspirations in the many entities we own stakes of – taking notice of those that already have impressive track records like the Wellington Zoo and Zealandia with their CarbonZero certifications.

Adding on to this, we need to view our status as a leader as an opportunity to bring our contractors and partners along with us on the decarbonization journey - finding advantages where they may be and finding mutually acceptable ways through challenges.

### **Existing projects:**

Sewage Sludge - The Council has already committed to funding a sewage sludge processing solution at the Southern Landfill. We currently pitch 15,000 tons of sludge a year into the landfill and much of that is water. But regardless of that, a great deal of methane is emitted not just by the sludge itself, but by the normal waste we have to mix each tonne of sludge with. We have acknowledged the need to fund a processing plant that maximizes the value of both the sludge process and the landfill at the same time. In exploring solutions we will also look at the potential for co-processing of other waste streams than sludge to see if further maximised benefit can be achieved.

Potential impact (1-4)	Carbon emissions reductions	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits

	magnitude					
	1	4	0	0	2	0

Procurement – The City Council procures millions of dollars of services each year, and ensuring those services are value-aligned is an essential element going forward. Sustainability is more and more of an evaluative component of large procurements for other Councils and entities, and it is time for Wellington to join those ranks. A procurement strategy and procurement policy that place requirements on emissions output, social values like living wage, and Maori issues is essential to bring product and service providers along on a journey that delivers for those outcomes. By 2022 we will have this in place.

Potential impact (1-4)	Carbon emissions reduction magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	2	4	4	2	0

Governance – Wellington City Council currently assess every Council paper, investment, policy and proposal for its relationship and impacts on climate change, but the assessment currently does not involve in-depth analysis. We will assess this practice and endeavour to understand whether it is the best method for enhancing climate consideration - both mitigating and adapting to climate change - as papers are presented to Council. Re-evaluating how the Council takes account of climate change in each Council paper to ensure robustness and

enhanced consideration for key issues will empower officers across the business to better support Councillors.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	4	0	2	4	4	0

Bylaw Considerations – We will look to ensure that bylaws align with supporting a liveable, low carbon city. Issues ranging from parking, trading in public places, water services and waste management all interact with carbon in significant ways and as they are revised, bylaws need to account for ambitions and changes that are imposed.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	2	0	1	2	3	2

CDP / Covenant of Mayors – The Council continues to report through the CDP Programme (formerly the Carbon Disclosure Project) for both voluntary city and corporate carbon disclosure and benchmarking against other cities. It also serves

as mandatory accountability for the Global Covenant of Mayors for Climate & Energy. The Covenant of Mayors is fast becoming the foremost global accountability regime for cities aiming to reduce their carbon impact, with thousands of cities reporting each year.

In 2018, over 7,000 companies, representing over 50% of global market capitalization, and over 750 cities, states and region disclosed their environmental data through our online platform. That's an 11% jump on 2017.  
- Paul Simpson, CEO of CDP

CEMARS (Certified Emissions Measurement And Reduction Scheme) – Council continues to use the CEMARS programme to account for and create accountability for organisational emissions. CEMARS creates an audited inventory of the highest quality, giving Council the information it needs to create credible pathways to a zero carbon future. We will continue to invest in this high-quality information, as well as looking to improve our data capturing by including contracted services as well as internal operations wherever possible.

Potential impact (1-4)	Carbon emissions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	2	1	1	1	3	1

Gas Wells /Generation / and Waste Minimisation at the Southern Landfill – With such an overwhelming portion of Wellington City Council corporate emissions coming from the Southern Landfill and Spicer Landfills, we need strong effort across the board. So far, drilling more methane collection wells, upgrading the generator that converts that methane to energy, and even adjustments to our

collection regime have been employed. Through our Regional Waste Management and Minimization Plan, Council has committed to a reducing our waste by one third before 2026. The Sewage Sludge plant will go a long way towards fulfilling this, but more waste minimization programmes will be needed to support zero carbon Wellington.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	2	2	0	3	0

***New Commitments:***

What might be needed? - This new and strong commitment to decarbonizing both the Council and the City brings strong responsibilities with it. One of them is understanding how far this plan will get us - and if it isn't far enough where and when Council might have to act in the future. The information is essential to ensure our targets remain closely linked with the actions in our plans.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	2	2	1	3	1

Water measurement and management - Our water system is far and away the largest source of electricity emissions for the Council. Between pump stations and treatment plants, a lot of energy goes into getting that crystal clear tapwater to Wellingtonians. But to improve our systems we need to better understand them, and the best way to accomplish this is through water meters. This has the added benefit of reducing water demand through severe leak identification, which may prevent the sunk carbon cost of building additional reservoirs for supply.

Potential impact (1-4)	Carbon emissions reduction magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	3	4	1	4	0

As of 2024 LTP all buildings, housing and refits must achieve the green star maximum rating for Council funded, planned, facilitated or supported buildings including via Urban Development Agency – When Council builds, part-funds, or refits a new building for any purpose, regardless of owner, from the 2024 LTP all buildings must achieve the highest possible green star standards. Establishing such a standard creates lower long-term operating costs and higher overall benefits to the community and council.

Potential impact (1-4)	Carbon emissions reduction magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits

	e					
	4	1	4	3	2	4

As of 2040, all Council buildings must have been refitted to meet maximum green star rating – The vast majority of buildings are those that exist already. Rather than solely focusing on those buildings that are new-built, by 2040 all buildings will have been refitted to the maximum green star standard. For the same reasons that new buildings can contribute to Zero Carbon outcomes, existing buildings can as well. Some are more challenging than others to manage down emissions output, but it is a necessary achievement to reach a zero carbon city.

Potential impact (1-4)	Carbon emissions reduction magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	4	3	4	3	2	3

No natural gas in any building by 2035 – The single biggest challenge with buildings is the use of natural gas, and it represents a significant portion of WCC's emissions output. In addition to the carbon implications, the move away from natural gas is fiscally responsible and ensures stable access to energy in the long term.

Potential impact (1-4)	Carbon emissions	Cost estimation	Potential to support	Potential to advance	Potential to improve	Potential health benefits
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	reductions magnitude		job and economy	equity	environment	
	4	4	3	1	2	0

Flipping the fleet - Our fleet policy will shift to electric-first, with all vehicles procured being electric unless a fit for purpose substitute is not available with an electric powertrain. In addition, car sharing will be emphasised across pool vehicles to support modes of transport that increase vehicle utilisation and remove asset challenges from the Council's responsibility to third party organisations, all while supporting businesses that enhance vehicle utilisation rates. Finally, when it comes to heavy vehicles we will start with the procurement of rubbish and recycling collection contracts to ensure that electric powertrain vehicles are included as a key procurement factor, and move into other vehicles from there such as street cleaning and utility vehicles.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	2	3	3	4	2	3

Support sustainable food events – Council has a number of relationships with key culinary events and institutions. We will use those relationships to deliver sustainable food outcomes by promoting integrating principles of the

Sustainable Food Network into these activities including supplier standards, sustainable food competitions and precincts of sustainable food. With 50% of New Zealand's emissions coming from agriculture, this will help our national and individual emissions profile immensely.

Potential impact (1-4)	Carbon emissions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	1	3	4	3	4

Statements of Intent / Letters of Expectation for every Council Controlled Organization(CCO) includes carbon as a performance measure – All entities that Council has a stake in will from 2020 be required to introduce carbon emissions as a performance measure and carbon measurement and planning as a requirement. Expectations will be that such management practices will deliver on Wellington City Council's Zero Carbon goals. Some entities will have customized expectations, e.g. Wellington Water will have some around embodied carbon of new facilities and infrastructure.

Potential impact (1-4)	Carbon emissions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits

	3	1	2	3	3	0
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CarbonZero Council – Council will explore the prospect of making ourselves the first CarbonZero Council in New Zealand. We can offset a great deal through the forests that we grow ourselves, but more is needed to achieve that goal in the short term – either bringing down our emissions or financing emissions reductions. This would be the first step in our zero carbon journey, with the intent of achieving zero carbon with forestry within our boundary, but without buying carbon offsets, the 2050 goal.

Potential impact (1-4)	Carbon emissions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	4	4	3	0	4	0

All facility managers and IT managers will have KPIs for energy management – All facility controllers whether managers, property managers or budget holders over facilities which use energy will have KPIs integrated into their contracts relating to energy management and emissions reduction. This will help bring emissions issues to the level of those who make the day to day decisions that affect our emissions and encourage innovative thinking to enhance long-term outcomes.

Potential impact (1-4)	Carbon emissions reduction	Cost estimation	Potential to support job and	Potential to advance equity	Potential to improve environ	Potential health benefits
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	ns magnitud e		economy		ment	
	2	0	0	0	1	1

Climate budget – Wellington City Council will establish a “Climate Budget” to account for all carbon emitted and provide a three-yearly pathway of reductions to achieve the 2050 target.

Potential impact (1-4)	Carbon emission s reductio ns magnitud e	Cost estimatio n	Potential to support job and economy	Potential to advance equity	Potential to improve environ ment	Potential health benefits
	2	1	2	2	2	1

Connecting digitally – WCC will ensure all key worksites have teleconference equipment and actively promote their usage. We will encourage, and then after 2025 require, the use of teleconference for all meetings that are not conferences outside of Wellington. This will yield the triple benefits of less reliance on air and vehicle travel, less travel time and ancillary “lost” time.

Potential impact (1-4)	Carbon emission s reductio ns	Cost estimatio n	Potential to support job and economy	Potential to advance equity	Potential to improve environ ment	Potential health benefits

	magnitude					
	2	1	2	2	1	2

Invest in energy savings across the business - Council has built up a menu of energy saving projects to invest in, but to date has not progressed to unlocking their potential. Council will devote more attention and investment to investments that could result in significant financial savings in conjunction with emissions savings.

Potential impact (1-4)	Carbon emissions reductions magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	3	-1	3	0	1	1

Embodied Carbon Assessments - Council is involved in a number of areas that emit substantial carbon. Construction, infrastructure management, and building operations have significant impacts, including at the early stage. All three can benefit from embodied carbon assessments and full life-cycle cost analysis of implementation. This would be valuable to start on Council projects, and then move into providing as a service to other stakeholder activity.

Potential impact (1-4)	Carbon emissions reductions	Cost estimation	Potential to support job and	Potential to advance equity	Potential to improve environment	Potential health benefits
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	ns magnitud e		economy		ment	
	4	1	3	0	2	1

### Case Study of Council Activity

#### Waste

Waste makes up roughly 80% of the Council's carbon emissions output as an organization. While Council endeavours with our partners to divert waste to recycling and composting, inevitably we end up with tens of thousands of tonnes of waste in our landfill every year. Waste paper, treated timber and organics releases tonnes upon tonnes of methane gas as it decomposes in the landfill, and sewage sludge is poured in in a still-waterlogged condition as there is nowhere else to put it.

But all is not lost. We have already set aside the money to invest in a serious solution that manages the 15,000 tonnes a year of sewage sludge that goes into the Southern Landfill. If it was drier and fewer tonnes, we'd be able to invest more in waste minimisation, as Council is currently forced by our resource consent to dispose of 4 tonnes of normal waste for every tonne of sewage sludge. We're currently at that ratio already.

On top of that, we invest in gas wells and generation with our partner Nova Energy to capture methane coming off the landfill, turn it into electricity as efficiently as possible, and minimise our emissions trading obligations. To maximise the potential of capturing gas, we may explore more exotic treatments of sludge to increase capture efficiency - or manage the landfill differently to increase efficiency.

Not least of all it is essential that we work with the community on two aspects. One is building a circular economy where products are regenerative rather than disposable. The less disposable product in the economy, the lower the impact of waste on our processing and disposal systems.

"The global economy is only 9 per cent circular." - *The Circularity Gap Report 2019*.

In addition to building a circular economy, we need to improve the way we collect our waste. Not just the vehicles - which could be electric or biogas powered - but also the system by which we do so. Is recycling the most efficient

way to process waste? Or should we be focussed more on promoting a circular economy and collecting organic waste like food waste. Our 2019 food waste management trial will be helpful in that respect.

We've committed to lowering our waste to landfill by one third by 2026, and to reach our 2050 goals as an organisation we will have to improve our processing and collection methods vastly. A growing and strong commitment to management of waste from the private sector and the government will help create the needed context to make this a reality.

**Asking partners to come to the party**

As a council we have an opportunity to support strong action by others - other levels of government, the community or even with industry to better achieve our shared goals. Whether through submissions, gathering support, or collaborative investment, our influence as a partner is just as valuable as our own activity. We've long done this in some areas where we have a particularly strong position of experience or interest - for example seeking better and more affordable public transport or gathering support for a ban on plastic bags. Going forward it will be essential to feed back to all levels of government and work closely with the community and industry to deliver the zero carbon growth we need to sustain our economy and employment while shifting the future from one that compromises the environment to one that enhances it.

Our partners, government or otherwise, often hold far more power as they have a national footprint, meaning it is only through them that Wellington's Zero Carbon vision can be a reality.

**A mandatory energy use disclosure**

One key problem we currently face is that building energy is poorly understood. An energy use disclosure mandate integrated with existing property information would provide the opportunity to regulate building performance, incentivise good performance, or at least just support good decision making with salient advice. This low-cost policy option used in other cities across the 100 Resilient Cities network like New York and New Orleans helps target the 29% of total emissions that come from buildings.

**An opportunity to enhance the building code / High performance building standards under energy efficiency**

The building code sets the performance standards all building work must meet in New Zealand. Though it covers many areas, it currently falls short in terms of carbon sensitivity relative to energy efficiency. Enhancements to the building code are the single most important action that can be taken to ensure that future buildings are contributing to our zero carbon goals. An easy way to achieve this may be to require certification of a certain standard. But perhaps most

importantly of all, this is a tremendous opportunity to enhance health, combat energy poverty, reduce emissions, and fundamentally create better homes for Wellingtonians (and all New Zealanders).

"If we build warm, dry, homes then we're going to reduce health costs for both the individual and the Government, so it's about being smarter, investing at the beginning and getting the benefit of good design." - Andrew Eagles, Chief Executive of NZGBC

#### **Extend NABERSNZ to all commercial buildings**

NABERSNZ as a certification system for rating the energy efficiency of office buildings. Adapted from Australia, where it is mandatory for large office buildings, the same mandatory system should be implemented here. This is because commercial buildings use 21% of New Zealand's electricity, costing business \$800 million per year with an average assessment of a 20-25% scope for improvement on building energy performance. By extending this program to all commercial buildings, all buildings' energy performance would be assessed, monitored and progress, encouraged.

A 2015 Australian report, "Commercial Building Disclosure", calculated AUD\$44 million savings due to increased energy performance between 2010-2014 and AUD\$168m in productivity gains from NABERS. - Commercial Building Disclosure, PROGRAM REVIEW, ACIL Allen Consulting

#### **Extend Homestar to all residential homes**

Similar to NABERSNZ, a mandatory residential energy efficiency rating system is a tool that needs to be investigated. As it stands currently, we have a voluntary energy efficiency rating system in that of the independent Homestar program administered by the New Zealand Green Building Council (NZGBC). Homestar's minimum standards create a drier, warmer home than is prescribed by the Building Code and generally speaking, homes in Auckland with a 6 Homestar rating are 38% more energy efficient than those built to code. Central government should explore the mandatory implementation of Homestar for all New Zealand homes.

"The future is about measurement and reducing." - Andrew Eagles, Chief Executive of NZGBC

**High performance building refits**

WCC suggests that a future energy refit initiative can be mandated in a similar way to the Unreinforced Masonry Programme over a much longer term - perhaps to 2050 - to achieve energy goals. Operational costs and environmental impacts will be reduced along with increasing building adaptability, durability and resilience. Targetting could be achieved through the above energy transparency mandate, and the quality of these refits ought to be verified through independent assessment and certification to ensure standards are met.

"We're saying energy efficiency is low risk because its proven to work." - Ben Masters, Beca building services engineer

**Implications for natural gas**

Following the welcome ban on offshore oil and gas exploration permits which WCC applauds, a serious signal has been sent to the oil and gas industry that the transition to a zero carbon economy is underway. The replacement of natural gas with alternative fuels - including hydrogen - possesses much potential as a viable source of energy but also as potential opportunities in the zero carbon economy. Ultimately, to meet our reductions targets, New Zealand needs reduce the use of natural gas to zero by 2045 and hydrogen is a possible alternative for this to supplement electricity as an existing offer.

London, Aberdeen, Hamburg and Milan are just some of the European centres with hydrogen-powered buses - H2 Aberdeen

**Sustained public and active transport investment**

WCC endorses the new direction this government is taking with regards to land transport – pertaining to public and active transport. The strategic priorities of the government acknowledge the need for unprecedented investment in public transport; a transport system that facilitates physical mobility; changes in land use planning; and, investment in technology. We strongly encourage central government to continue investment in public transport on the back of their latest Government Policy Statement; and invite them to support initiatives that encourage the uptake of active transport such as walking and cycling.

“Transportation is not an ideology...It’s about taking a look at the capital asset we have and using it in the most effective way possible.” - Janette Sadik-Khan, former NYC transportation commissioner

### **The need for EV subsidies from Central Government**

There are significant barriers to the uptake of electric vehicles (EVs) that need to be urgently addressed so that the majority of Wellingtonians choose electric when purchasing a car (at present approximately 2% of Wellington car sales are electric). Barriers include the upfront cost of purchasing, limited travel range, a lack of public awareness and understanding of EVs and constraints on global supply. To address this, the Productivity Commission has recommended, and WCC has endorsed the introduction of a feebate scheme. A feebate scheme centres on the emissions intensity of vehicles with the importer either paying a fee or receiving a rebate with respect to the emissions intensity of the vehicle being imported. It is an attractive option as it is revenue neutral but raises concerns surrounding localized equity depending on implementation.

**“Transitioning our fossil-fuelled transport fleet to run on clean, renewable electricity is one of the most effective ways for New Zealand to reduce greenhouse gas emissions and meet our climate change commitments,” - Andrew Caseley, Chief Executive of EECA, 2018**

### **A proposed 2030 fossil vehicle importation ban**

Road transport is responsible for roughly 38% of Wellington City’s emissions, significantly more than the national proportion. Battery electric vehicles (EVs) produce 80% less emissions than fossil-fuel vehicles, contribute to less air and noise pollution and cost the equivalent of 30c/L to run. But all those benefits take a backseat to the fact that it is clear that rapid EV uptake is required if we are to meet our 2030 and 2050 targets - uptake that even subsidies will not generate. Given that New Zealanders hold on to their vehicles for longer than any other developed country, a reasonable import ban - aligned with vehicle lifetimes - in 2030 would fit well with the goal of reaching a zero carbon fleet by 2050. On average, New Zealand cars are scrapped at around 20 years old. This indicates that for zero emissions by 2050, all new vehicles entering the fleet will

have to be electric by 2030 to avoid lock-in of emissions beyond 2050 and prevent us from reaching our target. Even then, around 20% of emissions would remain from long-lived fossil vehicles.

Denmark, France, India, Ireland, Israel, Netherlands, Norway, Sweden and the United Kingdom have already legislated for the ban of the importation of internal combustion engine vehicles for new vehicles sales to be enacted for 2030. China has enacted a ban for 2040.

### **The issue of bus fares in Wellington city**

The aim of public transport should not be to maximize revenue but rather a plethora of outcomes such as: to be part of an array of excellent transport choices; remove cars from the road; reduce the need for maintenance and roading projects; and lower our overall emissions. As public transport is funded by passengers, ratepayers and taxpayer subsidies, central government has recently aimed to have roughly half of the operating costs to be funded through fares. However, in Wellington city, passengers have increasingly been saddled with an amounting percentage of operating costs. A recent fare review found Wellington City residents paid between 60 and 180 cents per kilometre travelled compared to between 10 and 40 cents outside of the Wellington City boundaries, partially because of an excess number of zones in a small area. Furthermore, WCC determined that the regional council's 52% of public transport operating costs funded through fare revenue tallied far higher than that of Auckland at 46% and Canterbury at 41% - it is apparent that passengers in Wellington city are having to absorb higher fares than other centres. With this in mind, we ask for a more holistic view of public transport funding to be adopted at the central government level - including taking an international view. Ideally, the fare generation should be reduced to something comparable to Canberra's 21%, Sydney's 27% or New York's 29% - rather than taking a numerical approach, this would reduce fares to the point that it makes more sense to take a couple into the CBD by public transport rather than by car. In doing so, hopefully the regional council can simultaneously address the imbalance between bus and train fares and fare zone discrepancies.

### **Commercial scale production of biofuels**

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Whilst the production and uptake of EVs will accelerate in the coming decades for the light fleet, the development of biofuels addresses several gaps that current electrification technology leaves. Electrification for heavy transport and the aviation and shipping industry requires technology that is unlikely to be available in the timeframe required to reach a zero by 2050 target. The large-scale production of biofuels is an attractive option.

Scion Research found that drop-in fuels from non-food feedstocks, particularly forestry grown on non-arable land, is the most attractive option for pursuit. What level of substitution is achievable and under what timeframe is less well understood. We further urge the increase of emissions pricing so that a signal is sent to the market to seriously pursue biofuel production on a commercial scale.

The development of a wood-based biofuel industry will open up new income opportunities for farm foresters and other forest owners. - the Bioenergy Association

#### **Direct Air Capture to synthetic fuel feasibility**

The idea of extracting carbon dioxide out of the air – or the concept of ‘negative emissions’ - is discussed as a silver bullet solution for climate change. But a silver bullet it isn’t. That said, it is considered a necessary tool as an increasing amount of climate models show that in order to arrest temperatures to “well-below” 2 degrees of warming as per the Paris Agreement, vast quantities of negative emissions will be required.

The idea of Direct Air Capture (DAC) where CO<sub>2</sub> is ‘captured’ from the atmosphere and either stored underground as rock or converted into synthetic fuel is admittedly new, but incredibly exciting. Central government should explore the possibility of funding research and development into this technology or look for opportunities to invest as ‘carbon capture’ will forecast to become an increasingly important offsetting tool and would ultimately complement the 1 Billion Trees afforestation initiative well. As promising as this is, commercialisation at the scale required is far distant in the future. Such

technology is not a substitute for a transition to a low carbon economy - just a complement.

"Our clean fuel is fully compatible with existing engines, so it provides the transportation sector with a solution for significantly reducing emissions, either through blending or direct use," says Steve Oldham, CEO of Carbon Engineering (A DAC fuel company). "Our technology is scalable, flexible and demonstrated."

### **The electrification of support equipment and docked ships at Wellington port operations**

Shipping is the most efficient method for transportation of any cargo. However, it is also responsible for just over 3% of global CO2 emissions. Although this is dwarfed by other modes of transport, the potential to reduce emissions is considerable as the handling of cargo in harbours and ports is typically done by cranes and vehicles reliant on fossil fuels. Furthermore, the cruise ship industry is growing exponentially but in December 2018, a global industry commitment was announced to reduce carbon emissions from cruise ships by 40% by 2030 below a 2008 baseline. All this said, we understand the Resilience challenges Centreport currently faces - and this will be a longer term consideration.

### **Actions for the continued reduction of emissions within the waste sector**

Emissions from Municipal Solid Waste (MSW) in Wellington City, whilst having decreased by 24% between 2000/01 and 2014/15, still comprised 4% of Wellington city's gross emissions in 2014/15. Further reductions can and must be achieved toward Wellington becoming a zero carbon city. WCC advocates for central government to significantly increase the price of the Waste Disposal Levy as it is not currently an effective price signal, and to extend it to include more landfills.

A 2015 trial by Waste to Energy using pyrolysis at Auckland City Hospital treated 11.5 tonnes of medical waste resulting in a 70% reduction in waste volume and 48% reduction in the weight of that waste to produce a dry and sterilised highly calorific solid fuel - Waste to Energy

### **Container-deposit scheme**

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Already allowed for under the Waste Minimisation Act 2008, a container deposit scheme provides for the collection of a monetary deposit on beverage containers at the point of sale. Upon the return of the container to an authorized location or retailer the redeemer is refunded the deposit. If the deposit is not redeemed, it remains with the distributor to cover the costs of the system or put toward funding environmental programs. Such schemes are widespread and highly effective throughout Europe particularly and would work to complement Wellington's existing recycling programs, extend the lifetime of tax-payer funded landfills, and incentivize high recycling rates. WCC requests central government assess the viability of such a scheme nationwide.

The opening of the Queensland Container Refund Scheme on November 1 2018 collected \$1 million of refunds issued by November 12 through the collection of 10 million bottles and cans. - Container Exchange, 2018

### **Product stewardship**

Product stewardship places the onus for waste management not just on the manufacturers but extends this to include all parties in the life of a product including producers, retailers and consumers. Product stewardship programmes would go a long way toward creating a heightened sense of responsibility from the manufacturer through the retailer to the consumer and presents a pathway for taking an active role in the recycling or end-of-life of a product. WCC believes the current waste climate means New Zealanders are ready for a scheme like this in this sphere.

New Zealand sends around 2.5 million tonnes of waste to landfill, or over a tonne of rubbish per household. The majority of this waste is not reprocessed or recycled, and doesn't break down over time. – Ministry for the Environment, 2018

### **Sustained public education initiatives surrounding diet change**

Diet is a huge predictor of climate impact, but realistic expectations need to be applied to managing a transition to a low-carbon future. Diverse options ranging

from plant-based to lab-grown meat and aquaculture are all needed to average down carbon emissions on the journey to zero carbon. To support the feasibility of such a diversification, the continued education and promotion of alternatives needs to occur. This will establish that there are a rich variety of culinary delights available, with or without meat and dairy. This can be achieved through a variety of educational and promotional tools. In addition, both WCC and Government should seek to cement New Zealand's place in the zero carbon food future - by supporting businesses like those that producing meat replacements such as the Impossible Burger. This is just sound investment - with Bill Gates, Google Ventures, and the Singapore government all invested in Impossible Foods, maker of the Impossible Burger.

The Better Futures report released in February showed a 3% increase in meat-free diets in 2018 now totalling 10% of New Zealanders who are meat-free. – Colmar Brunton's Better Futures report, 2019

#### **The Resource Management Act needs consideration of GHGs**

Upon its conception in 1991, the RMA was undoubtedly revolutionary. The RMA centres on an enabling approach to environmental management premised on intervention where activities may result in negative environmental impacts. However, the RMA does not consider the effect of greenhouse gas emissions on climate change. In this respect, the RMA is ill-designed to address the need to reduce our greenhouse gas emissions and meet our targets under the Paris Agreement. As our primary piece of legislation pertaining to land use, the omission of the effect of GHGs needs to be urgently addressed.

New Zealand's key environmental statute is disabled from considering what is a critical issue relating to climate change. - Sir Geoffrey Palmer, 2015

#### **Sustained investment in renewables within the electricity mix**

Renewables currently comprise approximately 80% of the electricity mix, amongst the highest in the OECD. Whilst we are ahead of the pack, there is still significant room to improve to contribute towards emissions reductions. Under Clark's Labour government, a renewable energy target of 90% was set to be

achieved by 2025, which was determined by the Royal Society of New Zealand in 2016 as “technically and economically possible”. However, what needs to occur is an upgraded, more flexible grid, energy storage and backup generation solutions especially in dry years when hydropower is impacted. An increase in renewable energy is necessary but the associated emissions reductions from this sector are not a substitute for action from all sectors.

"Cities are responsible for 70 per cent of energy-related CO2 emissions and there is immense potential for them to lead on building a sustainable economy," - Kyra Appleby, CDP's director of cities

### **Options for the Emissions Trading Scheme**

The ETS is the Government's primary policy tool to reduce greenhouse gas emissions in New Zealand. Through pricing emissions, the ETS incentivises the reduction of emissions by encouraging investment in technology and better practices. Forest planting is also encouraged by allowing eligible forester to earn NZUs as their trees grow and absorb carbon dioxide.

Emissions from agriculture are excluded from the ETS despite accounting for 49% of our national emissions. Since 1990, agricultural emissions have increased by 12% and the agricultural sector's exclusion from the ETS has been rightly met with repeated criticism. This needs to change. In addition, market settings need to better reflect the actual costs of carbon to New Zealand.

A further challenge of note is the forthcoming legislation of the Zero Carbon Act and how the ETS and ZCA will complement each other. MfE has stated that the settings of the ETS need to reflect the Government's decisions about how NZ is going to meet its targets. The ZCA will not prescribe *how* NZ will meet its reduction targets but it will prescribe domestic reduction targets that the ETS will have to align itself with in order to achieve.

### **An all-of-government shift to carbon sensitive procurement strategies**

New Zealand's all of government procurement system should be both comprehensive and overarching in having a set of social procurement policies.

Typically these policies cover emissions reduction, social issues like living wages, and cultural issues like consideration for Maori. The procurement system ought to satisfy the delivery of goods and services that are also value-aligned in these areas. The development and implementation of such evaluation criteria for all goods and services needs to occur and the education of staff on what different criteria mean needs to support this.

### Case Study of another Critical Actor

#### Wellington Airport

Wellington Airport is a recognized contributor to the City's carbon emissions. Though the contribution largely comes from the aircraft themselves, rather than the airport's operations, much of the pushback on projects like the potential runway extension centers on the fact that about 20% of the city's carbon emissions are attributable to air travel. That said, the carbon intensity of travel per dollar spent on travel decreased by more than 50% between 2006 and 2013 and presumably continues to do so - as aircraft get more efficient, passenger loadings increase and the industry becomes more aware of the challenges it will face in the carbon space.

But it is important to remember that the airport is a lifeline to the world. It supports our thriving economy not just of business and technology, but also of tourism. The airport is a cornerstone of Wellington as the capital city of an island nation - not just business people and tourists, but diplomats and dignitaries pass through it. We can't do without it, and to contemplate otherwise requires one to contemplate the broader impacts of restraining it. In fairness, the Council owns 33% of the Wellington Airport, but we acknowledge its importance not because of that stake, but because of the essential necessity of support it provides.

The airport is already working hard to make its operations much more sustainable. Recently it has done the following:

- Added bike racks, parking bays for car share vehicles, and EV chargers for taxis
- Built a parking garage that is fully EV ready, and installed some chargers
- Conducting a flight path optimization trial collaboratively with other partners to help aircraft use less fuel and make less noise, bringing down emissions too
- Minimizing embedded carbon in the new terminal construction
- Using recycled asphalt pavement for taxiways and other repaving

And in the future they see the opportunity for things like:

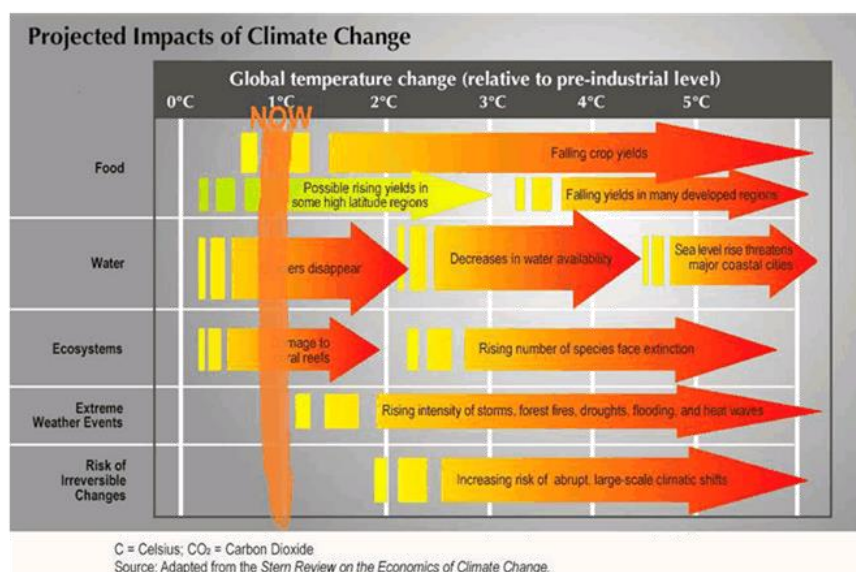
- Ground electrification
- Opportunities around public transport arriving at the airport

Ultimately with the airport, though, there are two enormous opportunities. One deals with travel on the ground - getting to the airport - which is (rightfully) not captured by the airport's emissions inventory. What high quality public transport link to the airport could be possible. What could be more convenient?

But the second, and the most serious and important issue to solve our air travel emissions issues, is alternative fuelled aircraft. Domestic aircraft may someday be able to operate either on a hybrid or even full electric basis. But to fly international biofuels, hydrogen or direct air capture fuel creation will be required. Given how essential air travel is to New Zealand - as it is the aforementioned small trading nation - a huge central government push for a solution to this issue should be part of the ongoing equation. One can switch a diet overnight. Or start cycling to work. Or even put curtains on the windows. But the international air travel system has high fixed capital costs and long term contracts. Strong investment is needed now in potential solutions so they will be ready when the time comes.

### Building a backstop

Perhaps the most essential element that isn't covered by having extremely strong emissions reduction action, nor setting ambitious targets, is the aspect of what we do with the changes that are already locked in. Even if we were to meet all our targets, we could fall short because nations have not yet risen to the challenge of meeting a zero carbon target.



There is good news, though. We'll face some challenges here in the lower north island – increased rainfall intensity in populated areas, droughts in agricultural ones. Problems with water supply and perhaps managing the 2-3 degrees of temperature rise will certainly have their impacts. But most notably we will face the rising sea level in a city that is highly exposed to it.

Each community will have different challenges. How do we support an area that is largely commercial, and houses a significant proportion of our GDP as a city? Conversely, if it is largely residential what is the approach? The big questions are how do we make decisions, what solutions are needed, when and how will they be implemented, and who will pay through what vehicle. But making those decisions is something that needs to be done as a community, with the right information and full understanding of what's ahead.

Wellington City Council trialled a process using community-led decision making with the Makara community after the challenges they faced following cyclone Gita. It shows a promising, localised approach that Council can use on a community-by-community basis to make better decisions. Scaling that kind of process up to locales like Kilbirnie or the CBD will take significant thought, but it can put in place a solid process to understand what we need to do in each area to combat the effects of climate change.

Once each community has been involved in such a process, the long-term funding implications of adapting to climate risks will be far better understood than through the basic calculation of what is at risk using today's information.

*New Actions:*

Adopt Ministry for the Environment guidance levels for sea level rise - The Council will explicitly adopt the Ministry of the Environment's climate change and sea level rise guidance with some modification to suit the local environment as a baseline. This will support plans for development throughout the city, asset management planning and infrastructure planning for the future.

Potential impact (1-4)	Carbon emissions reduction magnitude	Cost estimation	Potential to support job and economy	Potential to advance equity	Potential to improve environment	Potential health benefits
	0	0	2	4	4	0

### **There is an alternative**

There is always an alternative. There are a rich depth of reasons not to act. We don't control all emissions across the planet. New Zealand, and Wellington, have a vanishingly small proportion of global emissions – even if all the countries with “small” emissions add up to about a half of global emissions.

If we don't take up the challenge, or even just prepare, we will save a great deal of money in the short term. The latter half of the century will be unimaginably expensive, in both financial and nonfinancial senses, as we watch the scourges wrought by the climate crisis encircle the planet. That said, we will admittedly not have to make the hard decisions now.

Ultimately if we don't take up the challenge, we don't have to change. We can have it all without a second thought for the significant and irreversible consequences. But is that something a conscience can bear? It is a decision for each of us, though Council can put Wellington residents in the situation where they have a rich plethora of options – we can put them in the place to make the right decision for them as individuals, for us as a coastal city, and for the globe.

We need to see leadership, we need to recognize the urgency we face, and we need to make a commitment to a decisive multilateral response. We have no other option. - Patricia Espinosa, executive Secretary of UN Climate Change



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## 4. Policy

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# SMOKEFREE WELLINGTON ACTION PLAN - CLARIFICATIONS

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### Purpose

1. This report asks the City Strategy Committee to notes clarifications that have been made to the Smokefree Wellington Action Plan (Attachment 1).

### Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Note that the City Strategy Committee approved the Smokefree Wellington Action Plan on 7 March 2019 (the Action Plan), and asked to see the Action Plan again to consider clarifications on a courtesy-based approach to vaping.
3. Note the clarifications marked up in the Smokefree Wellington Action Plan, shown in strikethrough and underlined text (Attachment 1).
4. Agree to delegate to the Chief Executive and the Portfolio Leader, the authority to amend the proposed Smokefree Wellington Action Plan, to include any further amendments agreed by the Committee and any associated minor consequential edits.

### Background

2. The City Strategy Committee agreed to adopt the Smokefree Wellington Action Plan (Attachment 1) on 7 March 2019. The Committee also asked that planned amendments and clarifications on vaping be brought to this meeting for consideration. The resolved amendments about vaping were:  
  
*11. Note the proposal on vaping is to avoid confusion about the status of smokefree areas to be brought back to the CSC 21 March meeting.*  
  
*12. Note the proposal on vaping will be communicated in the Action Plan, via information for vaping groups and vendors, and may be announced at events, but is secondary to smokefree messages.*  
  
*13. Note that health agencies are working to improve smokers' access to quality vaping and smokeless tobacco products as a way to stop smoking.*

### Discussion

3. Amendments to clarify a courtesy-based approach to encourage people not to vape in the Council's smokefree places have been developed and are highlighted in the Action Plan (Attachment 1). Minor clarifications on beaches and laneways are also shown. Final formatting changes are to be made when text is final.
4. Council officers have discussed the clarification on vaping with the Ministry of Health and confirmed the status of planned Government work to include vaping in the Smoke-free Environments Act 1990 (the Act). The Act does not yet cover vaping, although the intention to do this has been announced by the Government. The Action Plan content

now mentions the balance the Government intends to seek; between access to vaping products as a way out of smoking, and protection of children and young people from risks associated with them. Refer also; City Strategy Committee, 7 March 2019, Smokefree Action Plan (paragraphs 39 to 42).

5. The approach to communicating with vapers, also noted at the meeting on 7 March 2019, is part of the Communications Plan for the Smokefree Wellington Action Plan.

## Next Actions

6. Council officers will continue planned work to publish and implement the Action Plan. Refer City Strategy Committee, 7 March 2019, Smokefree Action Plan.

## Attachments

Attachment 1.  Smokefree Wellington Action Plan - markup of clarifications [↓](#) Page 130

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Refer City Strategy Committee, 7 March 2019, Smokefree Action Plan.

The clarifications have been developed in consultation with the Ministry of Health. A copy of the changes has been circulated to the agencies that have been previously provided feedback on the Action Plan : the Cancer Society, Otago University, the Health Promotion Agency, Takiri Mai te Ata Whānau Ora Collective, the Ministry of Health, Greater Wellington Regional Council, Hutt City Council and Healthy Families Lower Hutt, the Hutt Valley and Midcentral District Health Boards, Regional Public Health, and Kaiwhakahaere Tupeka Kore Hāpai Te Hauora Māori Public Health (Auckland).

### **Treaty of Waitangi considerations**

Refer City Strategy Committee, 7 March 2019, Smokefree Action Plan.

### **Financial implications**

Refer City Strategy Committee, 7 March 2019, Smokefree Action Plan.

### **Policy and legislative implications**

Refer City Strategy Committee, 7 March 2019, Smokefree Action Plan.

### **Risks / legal**

Refer City Strategy Committee, 7 March 2019, Smokefree Action Plan.

### **Climate Change impact and considerations**

Refer City Strategy Committee, 7 March 2019, Smokefree Action Plan.

### **Communications Plan**

The Communication Plan for the Action Plan already reflects an approach with a focus on smokefree areas. The approach on vaping will be via information for vaping groups and vendors, and may be announced at events.

### **Health and Safety Impact considered**

Refer City Strategy Committee, 7 March 2019, Smokefree Action Plan.

Wellington City Council

# Smokefree Wellington Action Plan

“Kia wātea te ātea” – me auahi kore a Pōneke



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

# **Wellington's Smokefree Goal:**

Less than  
5 percent of  
Wellingtonians  
will smoke.

## **Acknowledgements**

The Council is grateful to numerous individuals and agencies for their participation in developing this plan; including the Cancer Society, Otago University, the Health Promotion Agency, Takiri Mai te Ata Whānau Ora Collective, the Ministry of Health, Greater Wellington Regional Council, Hutt City Council, Healthy Families Lower Hutt, the Hutt Valley and Midcentral District Health Boards, Regional Public Health, and Kaiwhakahaere Tupeka Kore Hāpai Te Hauora Māori Public Health (Auckland). Sustainable Coastlines Aotearoa, Surf Lifesaving New Zealand and Residents associations have also participated in the discussion about smokefree beaches.

## Introduction

The Smokefree Wellington Action Plan (the Action Plan) re-affirms Wellington City Council's commitment to the nationwide Smokefree Aotearoa 2025 goal (the Smokefree Aotearoa goal) set by the Government in 2011 and updates and replaces the Smokefree Wellington Action Plan 16/17.

The Smokefree Aotearoa goal is that fewer than 5 percent of New Zealanders will be smokers. The government approach is that this will be achieved by:

- protecting children from exposure to tobacco marketing and promotion
- reducing the supply of, and demand for tobacco, and
- providing the best possible support for quitting.

The Smokefree Aotearoa goal was set to tackle the significant harm caused by smoking<sup>1</sup>. Smoking kills more than 50 percent of long-term smokers – around 5,000 New Zealanders a year, nearly 13 every day<sup>2</sup>. Frontline medical staff report that smokers first present with complications due to smoking-related diseases in early middle age.

About 529,000 New Zealanders still smoke daily, some 13.8 percent<sup>3</sup> of the population. Wellington City has the lowest overall rate of smokers in New Zealand at 9.5 percent<sup>4</sup>.

### Context for Wellington City Council – smokefree outdoor public spaces

The Smokefree Aotearoa goal is about reducing smoking and preventing smoking related deaths and other smoking related harm. Many agencies are working together on tobacco control, stop smoking support, regulation, and building public support nationwide. New taxes for tobacco will continue to be rolled out until 2020, and standardised packaging of tobacco products has been introduced. There are ongoing mass media campaigns, and smokers who wish

to quit can access free stop smoking support.

The Wellington City Council contribution is focussed on the creation and management of smokefree events and outdoor public spaces. These help smokers who are trying to quit and remain smokefree, and help prevent young people from taking up smoking, by reducing the visibility of smoking.

*The less smoking young people see around them, the less likely they are to become smokers themselves. Not seeing people smoking tells young people that being smokefree is a normal way of life, and smoking is the exception not the rule<sup>5</sup>.*

The smokefree spaces in Wellington are:

- All playgrounds
- All skate parks
- All sports fields
- All bus stops
- Te Ngākau Civic Square
- Awnings of all Council buildings out to 10 metres; eg libraries, community centres, recreation centres and swimming pools
- ~~Parks including:~~ Waitangi Park, the Botanic Gardens, Otari Wilton Bush, Truby King Park, Bolton Street Cemetery, and Midland Park
- ~~Laneways<sup>6</sup>, currently including~~ Cable Car Lane, Eva St, Leeds St, Egmont St and parts of Chew's Lane
- Zealandia and the Wellington Zoo

Added in this Action Plan are

- All beaches (effective from September 2019)
- Grey Street pocket square (after redevelopment work is completed in mid-2019)

All Council events are smokefree. New and refurbished Council housing and the communal areas of Council housing complexes (smoking areas provided) are also smokefree.

<sup>1</sup> Māori Affairs Committee, 2010. Inquiry into the tobacco industry in Aotearoa and the consequences of tobacco use for Māori. New Zealand House of Representatives.

<sup>2</sup> Health Effects of Smoking. Ministry of Health <https://www.health.govt.nz/your-health/healthy-living/addictions/smoking/health-effects-smoking>

<sup>3</sup> Health Promotion Agency, Tobacco Data Repository, <https://www.tcddata.org.nz/>

<sup>4</sup> Census 2013 count, Census 2018 results are due in 2019.

<sup>5</sup> <https://www.smokefree.org.nz/smokefree-environments/why-do-we-have-smokefree-environments>

Outdoor dining and bar venues receive a discount on the fees for using public space if they are smokefree. About a third of outdoor dining venues using pavements are now smokefree<sup>6</sup>. ~~Beaches and parts of Grey Street are designated smokefree in this Action Plan.~~

The Smoke-Free Environments Act 1990 prohibits smoking in workplaces and certain public areas, but smoking is not illegal. While the Action Plan is designed to make Wellington progressively smokefree, it is implemented through signage, general communications and education. This approach seeks to reduce smoking in our city, and support smokers who would like to stop. It does not seek to punish smokers.

*Vaping products, also known as e-cigarettes, are devices that produce a vapour by heating a solution (e-liquid). The Council ~~asks that~~ will encourage people not to vape in smokefree spaces or at smokefree events, to avoid confusion about the status of smokefree areas (e.g. the Council's smokefree messages include "Let's Clear the Air"), and as a courtesy to other users who may be bothered by vape.*

*The Council is mindful that vaping may offer people a less harmful alternative and a way out of smoking. Government has announced its intention to amend the Smoke-free Environments Act 1990 to improve people's access to quality vaping and smokeless tobacco products, while protecting children and young people from the risks associated with them. The Council also notes vaping is less harmful for the environment.*

### Smokefree Wellington - research and the next steps

In 2018 the Council conducted a survey of public attitudes, following on from a similar survey in 2015. Some key points from the 2018 survey are:

- nine out of 10 non-smokers, and nearly half of current

<sup>6</sup> Laneways were designated smokefree in the Smokefree Wellington Action Plan 2016/17, progressed on a case-by-case basis. This Action Plan adds criteria for considering any space, including laneways.

smokers support Wellington City becoming increasingly smokefree

- support for smokefree spaces is highest from non-smokers, but many smokers also support some of our smokefree spaces; 90 percent of smokers support smokefree playgrounds, 82 percent of smokers support smokefree entrances to Council buildings, and 65 percent of smokers support smokefree bus stopsthere is relatively poor knowledge about smokefree outdoor public spaces in the city; the best known are the entrances to public buildings and playgrounds at around 60 percent, and train stations<sup>7</sup> at around 54 percent, but public knowledge of all the other areas was 33 percent or less.

A copy of the survey findings is published on the Council's smokefree webpage. The Council also receives complaints about cigarette butt litter and smoke, and comments made in survey responses also show problem areas where people are bothered by smoke.

In this context the Action Plan has three focus areas; to:

- make Wellington progressively smokefree
- improve awareness about smokefree outdoor public spaces and why we have them, through signage, education, promotion and community engagement
- resolve problems in areas affected by cigarette butt litter, smoke entering buildings, or smoke affecting or putting off other users of a space.

The ultimate goal is for Wellington City to be considered smokefree (when the smoking rate is less than five percent). Census results provide the best indicator for Wellington City and will be publicised whenever updates are available. Other measures of success are increased public support, improved public knowledge of smokefree areas and events, and reduced visibility of smoking.

A cross-Council Smokefree Working Group implements the Action Plan, key teams are; Communications, Strategy Policy and Research, Parks Sports and Recreation, Public Health, City Housing, Community Services, City Events and the Council Wellness Programmes. Elected members will lead on advocacy.

<sup>7</sup> Smoking on railway land is regulated under the NZ Railways Corporation (General) Regulations 1982 and under the Smoke-free Environments Act 1990. The Council collected information on train stations in 2018 for comparison with other smokefree areas and potentially to collaborate on education campaigns.

## Smokefree Wellington Action Plan

### Make Wellington Progressively Smokefree

1. Designate Wellington beaches smokefree
2. Designate the Grey Street pocket park (a pedestrian area between Grey Street and Lambton Quay) smokefree
3. Increase the number of smokefree places in the city, considering these criteria:
  - public support and smoker support
  - if nearby businesses or residents support smokefree status
  - if the area is commonly used by young people, children or is crowded
  - if there are smoke and litter problems
  - if an area is being redeveloped or upgraded, and
  - take account of unintended or unwanted consequences (eg smokers concentrate elsewhere).
4. Promote the opportunity to be smokefree to outdoor-dining and bar licence venues, to support their continued voluntary uptake of smokefree outdoor dining and bar areas. As smoking rates drop consider options to make all outdoor-dining and bar venues smokefree.
5. Encourage non-Council event organisers to consider smokefree events and initiatives.
6. Seek to collaborate with community organisations, particularly from groups and areas most affected by smoking, who wish to create and promote smokefree spaces and events. Related to this, promote and facilitate the inclusion of stop smoking service providers at public events.

### Improve Awareness of Smokefree Spaces and the Action Plan

7. Promote awareness and understanding of Wellington's smokefree outdoor public spaces and events, to residents and visitors:
  - Develop and publish print and online resources about our smokefree areas and why we have them, and include information and links to stop smoking support.
  - Tailor resources and communications for specific audiences particularly; youth, Pacific communities, mana whenua and other Māori communities and visitors to the city.
  - Provide signs in smokefree outdoor spaces where it is practical to do so, and in line with best practice for Council signs and effective smokefree signs.
  - Provide regular public communications about smokefree outdoor spaces and the Smokefree Aotearoa goal, at events, through Council social media and other Council communications.
  - Ensure appropriate frontline staff and contractors are aware of smokefree areas and events and are able to have respectful conversations with smokers.
  - Mark World Smokefree Day 31 May with activities and/or announcements about Smokefree 2025 and the Action Plan.
  - Ensure Council staff are informed of the Action Plan and the free stop smoking support that is publically available.
  - Work with Greater Wellington Regional Council to promote awareness of smokefree bus stops and train stations.

4 Wellington City Council

Problem Solving

8. Resolve problems on a case-by-case basis, in areas affected by cigarette butt litter, smoke entering buildings, or smoke affecting or putting off other users of a space.

Research and Advocacy

9. Conduct public attitude surveys in 2021 and 2024 to see what people know and think about smoking, vaping and smokefree outdoor public spaces, and monitor changes in attitudes.
10. Advocate for more controls on the supply of tobacco products, and controls on vaping and the supply of vaping products. In 2018 the Government announced the intention to review the Smokefree Environments Act 1990, which is likely to provide opportunities to participate in consultation.

## Advice from health agencies about quitting smoking

Visit the Ministry of Health website [health.govt.nz/your-health/healthy-living/addictions/smoking/stop-smoking](https://www.health.govt.nz/your-health/healthy-living/addictions/smoking/stop-smoking) for general information on quitting.

### Get help to quit

If you are ready to quit smoking you don't have to do it alone and you can find support in the way that best suits you, online, by phone, or face-to-face. Finding support can be the key to quitting, for example, you are five times more likely to quit with Quitline than quitting alone.

### Meet face-to-face with a Stop Smoking Service

Find a specialist service for a face-to-face meeting with someone through Stop Smoking Services [smokefree.org.nz/help-advice/stop-smoking-services](https://www.smokefree.org.nz/help-advice/stop-smoking-services).

The local provider for Wellington is the Tākiri Mai Te Ata Regional Stop Smoking Service [www.takirimai.org.nz/Home](https://www.takirimai.org.nz/Home), call on 0800 926 257.

### Call Quitline on 0800 778 778 or visit their website [www.quit.org.nz](https://www.quit.org.nz)

You can talk to a Quitline advisor who will help you: create a personalised quit smoking plan, understand your smoking addiction, and set a date to stop smoking - your Quit Date.

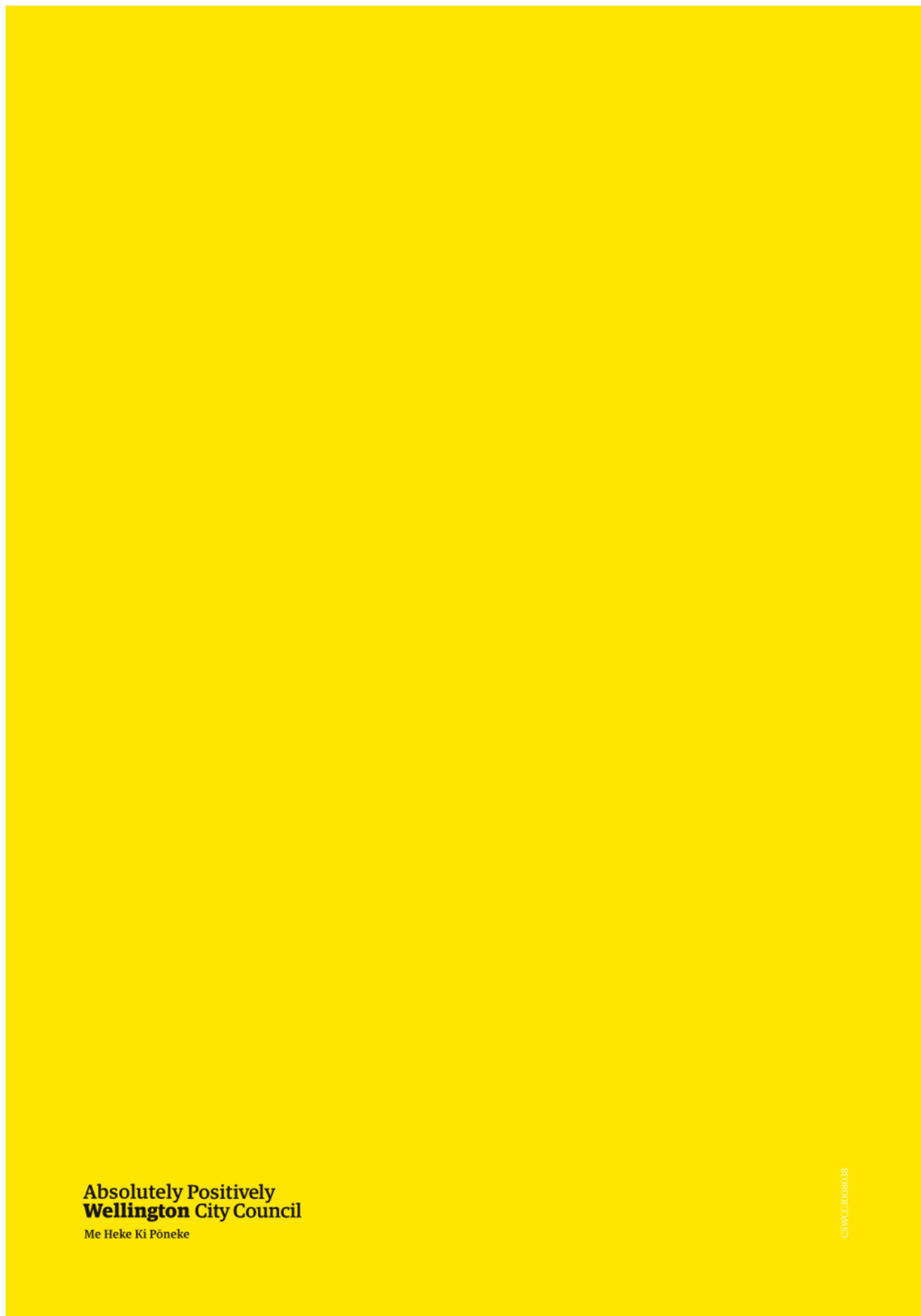
They'll also send you a Quit Pack - with supportive information and your Quitcard that you can use at your local pharmacy to get subsidised nicotine patches, gum and lozenges. Quitline also offers online tools like the Quitblog [quit.org.nz/en/blogs](https://www.quit.org.nz/en/blogs), where you can read about people's stories and success, and share your own.

### Talk to your doctor or pharmacist

Doctors and pharmacists can provide advice and discuss nicotine replacement therapy.

### Vaping as a way to stop smoking

The Ministry of Health provides general information and advice about the use of vaping [www.health.govt.nz/our-work/preventative-health-wellness/tobacco-control/vaping-smokeless-including-heated-tobacco](https://www.health.govt.nz/our-work/preventative-health-wellness/tobacco-control/vaping-smokeless-including-heated-tobacco). Vaping may help some people to stop smoking, and a stop smoking service provider will be able to discuss if vaping could help you.



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CSWCC008019



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## **5. Operational**

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# **PROPOSED EASEMENT FOR A BORE ON ESPLANADE RESERVE - MOA POINT ROAD**

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### **Purpose**

1. This report asks the City Strategy Committee to approve an easement in favour of Wellington International Airport Limit (WIAL) to install a bore to test groundwater in a Local Purpose (Esplanade) Reserve near Moa Point Road.

### **Summary**

2. WIAL wishes to install a single bore for monitoring groundwater.
3. The bore sits within a Local Purpose (Esplanade) Reserve along Moa Point Road, which is also within the District Plan designation area of the airport.
4. The effects of installing the bore and future monitoring are considered not to adversely affect the surrounding environment. Any potential effects can be managed through controlling the time the bore is installed.

### **Recommendation/s**

That the City Strategy Committee:

1. Receives the information.
2. Agrees to grant Wellington Internal Airport Limited an easement for a groundwater monitoring bore within a Local Purpose (Esplanade) Reserve, known as Lot 3 DP 78304 held within Title WN45A/75. The location of the bore is identified in Attachment One.

### **Background**

5. Wellington International Airport Limited (WIAL) has a designation (denoted by G3 in the District Plan) for the purpose of Runway End Safety Area Extension (RESA). The designation includes the southern end of the runway strip, the airspace above Moa Point Road and an area of sea wall to the south of Moa Point Road.
6. The designation also covers the Foreshore Reserve (airport reclamation) Lot 3 DP 78304, which is a Local Purpose (Esplanade) Reserve. The reserve was vested as part of the airport development. The extent of the reserve includes areas south of Moa Point Road and the shoreline along the western side of the airport towards Lyall Bay.
7. The area of the proposed bore is zoned Open Space B.
8. Under the Reserves Act 1977, s48(1)(f) allows council to provide for, or facilitate access or the supply of water. In this case WIAL wish to access groundwater for monitoring purposes.

9. There are up to 17 new groundwater wells being installed across the wider WIAL site as part of their groundwater investigations.

## Discussion

10. The location of the proposed bore is within the designation and reserve – refer Attachment One. The bore will be used to sample and monitor groundwater in that location to check for potential contaminants.
11. The bore is to serve as a groundwater monitoring well and is designed to be a permanent asset.
12. The drill depth will be determined by the water table. It is not expected the bore will need to be deep (due to the close proximity to the coast). The bore will be capped with a flush mount toby.
13. Under S48(3)(a) and (b) an administering body does not need to notify granting of a right under this section if the reserve is not permanently affected or materially altered or damaged.
14. This site is known to have nesting dotterel during the summer months.
15. Council has requested that no physical work is undertaken by WIAL or their contractors in the area of the proposed bore during the nesting season. This will ensure that birds are not disturbed when nesting in the area.
16. To construct the bore WIAL is proposing to use a 'hydro-vac' and a truck with a drilling rig. The 'hydro-vac' will excavate the first 1.5 metres and the drilling rig (100mm drill bit) will complete a further 2 – 3.5 metres. The activity will take no longer than a few hours. Waste from the operation will to be removed from site.
17. Groundwater is to be tested within a week of construction and likely to be done once every 3 months following. Sampling is done manually with no machinery required.
18. Effects associated with the bore are limited to a small hatch in the ground and periodic access to take water samples from the bore. There will be no impact on the reserve values or public use of the area. For this reason officers do not consider the need to notify the public of the proposed easement.

## Next Actions

19. On approval of the Committee to grant an easement, Parks Sport and Recreation will instruct property officers to enter into an easement agreement with WIAL.

## Attachments

Attachment 1. Groundwater monitoring well location [!\[\]\(505b64dc74d4e36543281d6661b4e642\_img.jpg\)](#) 

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Authoriser	Bec Ramsay, Manager Open Space and Recreation Planning Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

No consultation is deemed necessary as the site is within the WIAL designation and approximately 200 metre from the nearest resident. The Reserves Act 1977 provides for applications to not need notification where the reserve is not materially altered or permanently damaged and the rights of the public are not affected. The work is very minor in nature.

### **Treaty of Waitangi considerations**

Not considered necessary.

### **Financial implications**

No financial implication. Transaction costs to form the easement will be charged to WIAL.

As Council owns a share in the airport officers consider no compensation would be required in this situation for the placement of the bore.

### **Policy and legislative implications**

The proposal is consistent with the policies and objectives of the South Coast Management Plan, for example, construction methods and timing will minimise environmental impacts.

### **Risks / legal**

None have been identified

### **Climate Change impact and considerations**

None have been identified.

### **Communications Plan**

Not considered necessary.

### **Health and Safety Impact considered**

These will be addressed by WIAL and their contractors carrying out the work and monitoring.



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## **REPORT BACK ON ELECTED MEMBER TRAVEL TO TAIWAN**

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### **Purpose**

1. This paper provides a report back to the City Strategy Committee on Councillor Iona Pannett and Councillor Simon Marsh's travel to Taiwan in November 2018.

### **Summary**

2. Councillors Pannett and Marsh conducted an official visit to Taiwan from 6 – 10 November at the invitation of the Taipei Economic and Cultural Office in New Zealand.
3. The main purpose of the visit was to 1) attend the Joint Taiwan – New Zealand and New Zealand – Taiwan Business Council Conference, and 2) Maintain city-to-city relations with partner city, Taipei, and execute sufficient follow-up from Deputy Mayor Jill Day's visit in August 2018.

### **Recommendation/s**

That the City Strategy Committee:

1. Receives the information.
2. Notes the contents of the report.

### **Background**

4. Wellington and Taipei have enjoyed a formal partner city relationship since 2015, which has included best practice exchange and cooperation in the areas of resilience, smart city infrastructure, education, indigenous development, culture, and people-to-people linkages.
5. Deputy Mayor Jill Day visited Taipei in August 2018 to deliver a key note speech regarding Wellington's water risks and management at an international water conference.
6. The Wellington Chamber of Commerce has recently reinstated the New Zealand – Taiwan Business Council to promote bilateral trade and economic cooperation, and has taken a key role in providing secretariat services to said council. In November 2018, to coincide with the annual economic consultations of the ANZTEC free trade agreement, the first joint conference between the bilateral business council counterparts was held.
7. As a board member of the New Zealand – Taiwan Business Council, Councillor Simon Marsh was invited to join the New Zealand delegation travelling to attend the conference in Taipei. This was complimented by a subsequent invitation issued by the Representative of the Taipei Economic and Cultural Office for two elected members to travel to Taipei for a familiarisation of one of New Zealand's most vibrant trade and cultural partners.
8. It was agreed by the Mayor in October that both Councillor Marsh and Councillor Pannett were to travel to Taiwan to attend the conference, as well as undertake a tailored city programme including high-level government meetings, and areas of interest such as waste management, public transport, and indigenous development.

## Discussion

9. The New Zealand delegation, led by NZTBC Board Chair, Charles Finny and WECC CEO, John Milford, comprised 33 business leaders representing 21 companies and organisations including Fonterra, Air New Zealand, Zespri, NZTE, MFAT, and NZ Trade Development. The Indigenous Taiwan New Zealand Aotearoa Business Council also facilitated and led a strong delegation of iwi business representatives from companies such as Mana Kai Honey, Naioi, Niho Taniwha, and Owhaoko A East & AIB Trust. The New Zealand delegation was met by over 80 Taiwanese delegates in Taipei to discuss the future of the bilateral trade relationship between New Zealand and Taiwan. The agenda was heavily focused on primary industries as the traditional trading area, supporting the economic development of indigenous communities and they role they play in bilateral trade, and the place that technology and innovation holds in the future of cross-border commerce.
10. Councillors Pannett and Marsh were very grateful for the opportunity to visit Taiwan. The level of hospitality was exceptional and councillors are looking forward to being able to reciprocate later in the year when the Taiwanese delegation visits.
11. Both councillors played an important role of representing the capital city and the existing relationship between Wellington and Taipei, and promoting government support for business exchange at a city level. Their involvement was a valuable contribution to the endorsement of the local businesses involved and facilitating further economic engagement between cities.
12. Key outcomes of the conference to date have been:
  - Wellington has been announced as the host city of the 2019 Joint Taiwan – New Zealand and New Zealand – Taiwan Business Council Conference. WCC intends to engage Taipei City Government's involvement for this event.
  - WECC has connected three Wellington-based businesses to Taipei's economic agency.
13. The conference programme was supplemented by a number of site visits and meetings facilitated by Taipei City Government. A highlight for the councillors was visiting the UWin Nanotech Co., Ltd, an award winning recycling firm, famed for having the world's only patent in eco-friendly "urban mining" technology (stripping the various precious metals from the waste electronic product for recycling). UWin's patent is internationally recognised and has been acknowledged through accolades both in Taiwan and globally. Unlike most procedures for recovering gold from digital products, UWin's chemical processes are cyanide-free. UWin can recover up to 98% of the gold and other precious metals from things like cell phones, but receive no subsidy from the government. They pointed out that big companies like Apple and Dell can make money out of urban mining. The councillors expressed a keen interest in exploring the possibility of applying this technology in New Zealand on a smaller but still sustainable scale through a commercial partnership. Whilst Wellington unfortunately does not have the resources to invest in such a partnership at the moment, councillors saw huge opportunities for New Zealand as a whole. This opportunity will be followed up with the Ministry for the Environment waste team as a starting point.
14. Waste was a significant talking point throughout the trip. Cr Pannett was also particularly impressed by the strong advocacy for the circular economy by leading businessman Charles Huang, Chairman of the Taiwan Sugar Corp. Taipei city has long had a commitment to the circular economy and Cr Pannett is looking into how such ideas can be incorporated into city strategy.

15. Cr Marsh was convinced of the importance that technology played in the economic growth of Taiwan. A visit to Nangang Software Park demonstrated the level of central and local government support for the incubation of start-ups in Taipei. Taipei City Government has implemented a number of initiatives designed to provide the physical space, financial support, and advisory services needed to create a nurturing environment for the incubation of both local and foreign start-up companies. There is scope to investigate this model of government-provided incentive as a possibility for the next step in marketing Wellington as an attractive place to set up and grow a business. Partnerships with universities, tech/screen industry, and WREDA could be explored to expand on the existing support infrastructure offered by Creative HQ. Connecting with Taipei and sharing knowledge and resources is a better option than competing for international recognition; Michael Gregg of ProjectR NZ has recently launched ProjectR Taipei, a specialist XR incubator/accelerator. He is able to facilitate NZ entrepreneurs in taking advantage of the Nangang facility.
16. Furthermore, the visit to Taipei City Government's Public Transportation Office solidified the notion that many major cities grapple with the same public administration challenges. A shortage of qualified bus drivers for employment and a need to centralise transport platforms were key takeaways. Taipei's Easycard can be used across the city's transport options, including the Taipei MRT, train services, public bicycle rentals, city busses, the Maokong Gondola, the Taoyuan Airport MRT, and the Kaohsiung MRT, and can also be used in most convenience stores and when paying for public parking.
17. In discussion with city officials, it was noted that Taipei has similar challenges to Wellington in strengthening earthquake prone buildings. There may be opportunities for further collaboration to find good solutions. This will be explored as resources allow.
18. To conclude the visit, the WCC delegation travelled to the eastern city of Hualien, to attend the 2018 4th Indigenous Peoples Economic Development Forum. Councillors were introduced to the wonderful rich history of Taiwan's indigenous populations and began to explore opportunities for indigenous peoples to trade with each other and the wider world whilst at the conference. Indigenous peoples make up 5% of Taiwan's population and are estimated to grow to over 2m in the foreseeable future.
19. The delegation was accompanied by several iwi business representatives, which were present for the joint business council conference, under the governance of the Indigenous Taiwan Aotearoa New Zealand Business Council. The forum is a significant annual gathering of Taiwan's indigenous tribes as well as indigenous business leaders from around the world, and is an important platform to further the economic agenda of indigenous communities in their respective countries, as well as promoting inclusive growth and global trade connectivity. Expanding on the joint business council conference, one stream of the multi-day forum highlighted the contribution of Māori business and individuals to the implementation of the ANZTEC agreement, and the special connection shared between the indigenous people of New Zealand and Taiwan. Collaboration with Taipei in indigenous exchange, not only at a policy and cultural level, but also at an economic development level, is a viable step forward in the development of the Wellington – Taipei relationship. Deputy Mayor Jill Day, who travelled to Taipei in August with Whitireia's Māori Performing Arts team, signalled that this should be a key item to follow up on.
20. Councillors heard from a Canadian speaker about indigenous peoples' experiences there with business. There are 43,000 businesses owned by indigenous people in

Canada. Initiatives have been introduced to grow indigenous businesses including finding champions for procuring services and creating a directory of businesses.

21. Councillors also attended a couple of workshops. One focused on the role of indigenous people in the cultural/creative industry. There was discussion about a cultural renaissance, creating wealth based on traditional culture and techniques. It was pointed out that there are different tribes in Taiwan with different practices and the question was asked why they couldn't present globally. Industry could be based on tribal practices and cultures. A new consensus would need to be formed between the tribes on how they would present themselves globally.
22. There was also a workshop on start-ups in Malaysia with the potential being seen in the growing number of internet users. It was argued that you do not need to be a top student academically to excel at coding and innovation, and that you needed champions in your eco-system to succeed. The leader of the workshop Dash Dhakshinamoorthy took attendees through a comparison of the old ways of creating a business and the new way (everyone is the designer compared to one trained person doing the work, problem definitions evolve as opposed to an approach where the problems are known, portfolio of pilot projects being tested as opposed to one idea that is used and so on). It was an energetic and engaging presentation and thought provoking in terms of the way that we might work better as an organisation in the future and for developing businesses in the city.
23. Councillors were fortunate enough to explore some of the rich heritage of Chinese art at the famous National Palace Museum. These treasures should be viewed by Wellingtonians and New Zealand as a whole. There may be opportunities to explore a cultural exchange or using technology to view these treasures through virtual reality. These will be discussed with Te Papa.

## Attachments

Nil

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Authoriser	Tom Yuan, International Relations Manager Kane Patena, Director, Strategy and Governance

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

N/A

### **Treaty of Waitangi considerations**

N/A

### **Financial implications**

The visit was funded by the Taipei Economic and Cultural Office and the Taipei City Government, with costs to Council within the original budget of \$189.51 outlined in the memo approved by the Mayor and Deputy Mayor dated 24 October 2018.

### **Policy and legislative implications**

N/A

### **Risks / legal**

N/A

### **Climate Change impact and considerations**

Carbon credits were purchased to offset the environmental impact of travel in accordance with WCC policy.

### **Communications Plan**

N/A

### **Health and Safety Impact considered**

N/A



## ELECTRIC VEHICLE CHARGERS AND TRAFFIC RESOLUTIONS IN RESIDENTIAL STREETS (UPDATED)

### Purpose

1. This report returns 17 traffic resolutions relating to residential electric vehicle charging points (one location also serves Wellington Zoo) to the City Strategy Committee for consideration. If approved, these sites would represent the first round of installations in relatively uncontroversial locations, with a second round focussing more on town-centre style solutions to come. This report presents the first round of Government-subsidised (through the Energy Efficiency Conservation Authority (EECA) and its Low Emissions Vehicles Contestable Fund) electric vehicle chargers. Each charger has two plugs to serve two parking bays, and the resolutions establish these bays as EV-only.
2. The report updates a paper taken to CSC in December 2018 that was laid on the table. The original paper is attached in full, but this update removes two locations and provides further information about mitigations for concerns around the project and future plans.

### Summary

3. The prior paper was drafted for 19 on-street car park locations to be allocated for *Charging Up Residential Streets* - the Electric Vehicle Residential Charger Trial and was taken to the City Strategy Committee meeting held 13 December 2018. The 19 locations were a subset of 34 locations publicly consulted on earlier. The number of locations was narrowed to 19 based on the nature of written submissions, cost, and ease of installation, or all three. The paper was laid on the table in order to address issues raised for a few of the proposed locations, and also to resolve matters such as how to encourage carpark turnover.
4. Following input from Councillors and ELT, a potential path forward been developed. It consists of:
  - Not proceeding with two locations (TR095-18 Bruce Avenue and TR074-18 Boundary Road) due to residents' concerns.
  - Proceeding with the remaining 17 proposed locations, which received positive public support.
  - Several measures will be implemented to encourage vehicle turnover: SMS notifications when car has charged, etiquette documentation and signage.
  - It is planned to explore a 1-2c/minute fee (whether charging or not) to encourage turnover without enforcement. The ability to achieve this will depend on the technical capability of the equipment to be installed. If the equipment is not capable, we will look to either install sensors (cost around \$75,000), or more traditional time restrictions with enforcement.
  - Ultimately the proposal aims to have two types of charging: 15 residential units and, in time, ten town centre/ destination style units. This will allow comparing and contrasting the costs and benefits with users.
5. In the coming months, further locations will be proposed to bring the project in line with the initial scope indicated when funding was sought from the EECA in 2017 (i.e. 25 or more residential locations).
6. Perhaps most importantly, the approach to engagement will be adjusted for the upcoming locations. Prior to this paper, electric vehicle charging station and car sharing

resolutions have proven relatively uncontroversial. Due to the residential nature, these locations have proven to require more attention. As such we will adopt community “street meetings” with submitters where a location comes back after the submissions process to better understand local needs and concerns.

## Recommendation/s

That the City Strategy Committee:

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

	Column One	Column Two	Column Three
<b>TR072-18 Bank Road</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule:	<b>Bank Road</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	East side, commencing 12.5 metres north of its intersection with Garden Road (Grid coordinates X= 1,747,727.450 m Y= 5,428,528.370 m) and extending in a northerly direction following the eastern kerbline for 12.0 metres.
<b>TR073-18 Rodney Street</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule:	<b>Rodney Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 51.6 metres south of its intersection with Sydenham Street (Grid coordinates X= 1,747,147.450 m Y= 5,428,897.550 m) and extending in a southerly direction following the western kerbline for 11.2 metres.
<b>TR075-18 Holloway Rd, Aro Valley</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Holloway Road</b>	Parking place in the form of electric vehicles only parking, at all times.	East side, commencing 279.5 metres south of its intersection with Raroa Road (Grid coordinates X= 1,747,454.500 m Y= 5,427,170.630 m) and extending in a southerly direction following the eastern kerbline for 12.0 metres.
<b>TR076-18 Epuni St, Aro Valley</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Epuni Street</b>	Parking place in the form of electric vehicles only parking. At all times. Displaying an Authorised Resident Vehicle	West side, commencing 198.7 metres south of its intersection with Aro Street (Grid coordinates X= 1,747,877.190 m Y= 5,426,956.140 m) and extending in a southerly

		Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	direction following the western kerbline for 12.0 metres.
<b>TR081-18 Miramar North Rd, Miramar</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Miramar North Road</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 118.0 metres west of its intersection with Weka Street (Grid coordinates X= 1,752,815.370 m Y= 5,426,064.540 m) and extending in a south-westerly direction following the western kerbline for 12.0 metres (2 parallel parking spaces).
<b>TR084-18 Hornsey Rd, Melrose</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Hornsey Road</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 232.5 metres north of its intersection with Houghton Bay Road (Grid coordinates X= 1,749,537.670 m Y= 5,422,854.280 m) and extending in a northerly direction following the western kerbline for 11.2 metres.
<b>TR085-18 Jackson St, Island Bay</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Jackson Street</b>	Parking place in the form of electric vehicles only parking, at all times.	South side, commencing 418.6 metres east of its intersection with Melbourne Street (Grid coordinates X= 1,748,655.420 m Y= 5,423,111.060 m) and extending in a north-easterly direction following the southern kerbline for 11.2 metres.
<b>TR086-18 Melbourne Road, Island Bay</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Melbourne Road</b>	Parking place in the form of electric vehicles only parking, at all times.	East side, commencing 34.2 metres south of its intersection with Dee Street (Grid coordinates X= 1,748,653.390 m Y= 5,423,157.080 m) and extending in a southerly direction following the eastern kerbline for 12.0 metres.
<b>TR087-18 Mersey St, Island Bay</b>			
Add to Schedule B (Class Restricted) of the Traffic	<b>Mersey Street</b>	Parking place in the form of electric vehicles only	North side, commencing 29.5 metres west of its intersection with The Parade (Grid

Restrictions Schedule		parking, at all times.	coordinates X= 1,748,316.160 m Y= 5,422,293.530 m) and extending in a westerly direction following the northern kerbline for 5.2 metres (2 angled car parks).
<b>TR089-18 66 Coromandel St, Newtown</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Coromandel Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 19.8 metres north of its intersection with Wilson Street (Grid coordinates X= 1,749,515.430 m Y= 5,425,078.020 m) and extending in a northerly direction following the western kerbline for 12.0 metres.
<b>TR090-18 4 Coromandel St, Newtown</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Coromandel Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 92.8 metres north of its intersection with Mein Street (Grid coordinates X= 1,749,470.170 m Y= 5,425,310.020 m) and extending in a northerly direction following the western kerbline for 12.0 metres.
<b>TR091-18 Wright St, Mt Cook</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Wright Street</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	East side, commencing 86.5 metres south of its intersection with Carrington Street (Grid coordinates X= 1,748,511.250 m Y= 5,425,720.380 m) and extending in a southerly direction following the eastern kerbline for 13.8 metres.
<b>TR094-18 Karepa St, Brooklyn</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Karepa Street</b>	Parking place in the form of electric vehicles only parking, at all times.	East side, commencing 34.8 metres east of its intersection with Apuka Street (Grid coordinates X= 1,747,287.690 m Y= 5,426,252.960 m) and extending in a north-easterly direction following the eastern kerbline for 11.2 metres.
<b>TR096-18 Stanley St, Berhampore</b>			
Add to Schedule B (Class Restricted) of the Traffic	<b>Stanley Street</b>	Parking place in the form of electric vehicles only	West side, commencing 133.2 metres south of its intersection with Chilka Street

Restrictions Schedule		parking, at all times.	(Grid coordinates X= 1,748,352.560 m Y= 5,423,964.380 m) and extending in a southerly direction following the western kerblane for 11.2 metres.
<b>TR098-18 Hall St, Newtown</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Hall Street</b>	Parking place in the form of electric vehicles only parking, at all times.	North side, commencing 47.3 metres east of its intersection with Adelaide Road (Grid coordinates X= 1,748,739.890 m Y= 5,425,245.030 m) and extending in an easterly direction following the northern kerblane for 11.2 metres.
<b>TR099-18 Austin St, Mt Victoria</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Austin Street</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	West side, commencing 16.0 metres southwest of its intersection with Pirie Street (Grid coordinates X= 1,749,614.200 m Y= 5,426,548.140 m) and extending in a south-westerly direction following the western kerblane for 12.0 metres.
<b>TR102-18 Manchester St, Newtown (ZOO)</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Manchester Street</b>	Parking place in the form of electric vehicles only parking, at all times. P180, at all times.	North side, commencing 30.5 metres northwest of its intersection with Owen Street (Grid coordinates X= 1,749,404.300 m Y= 5,424,224.190 m) and extending in a north-westerly direction following the eastern kerblane for 6.2 metres (2 angled car parks).

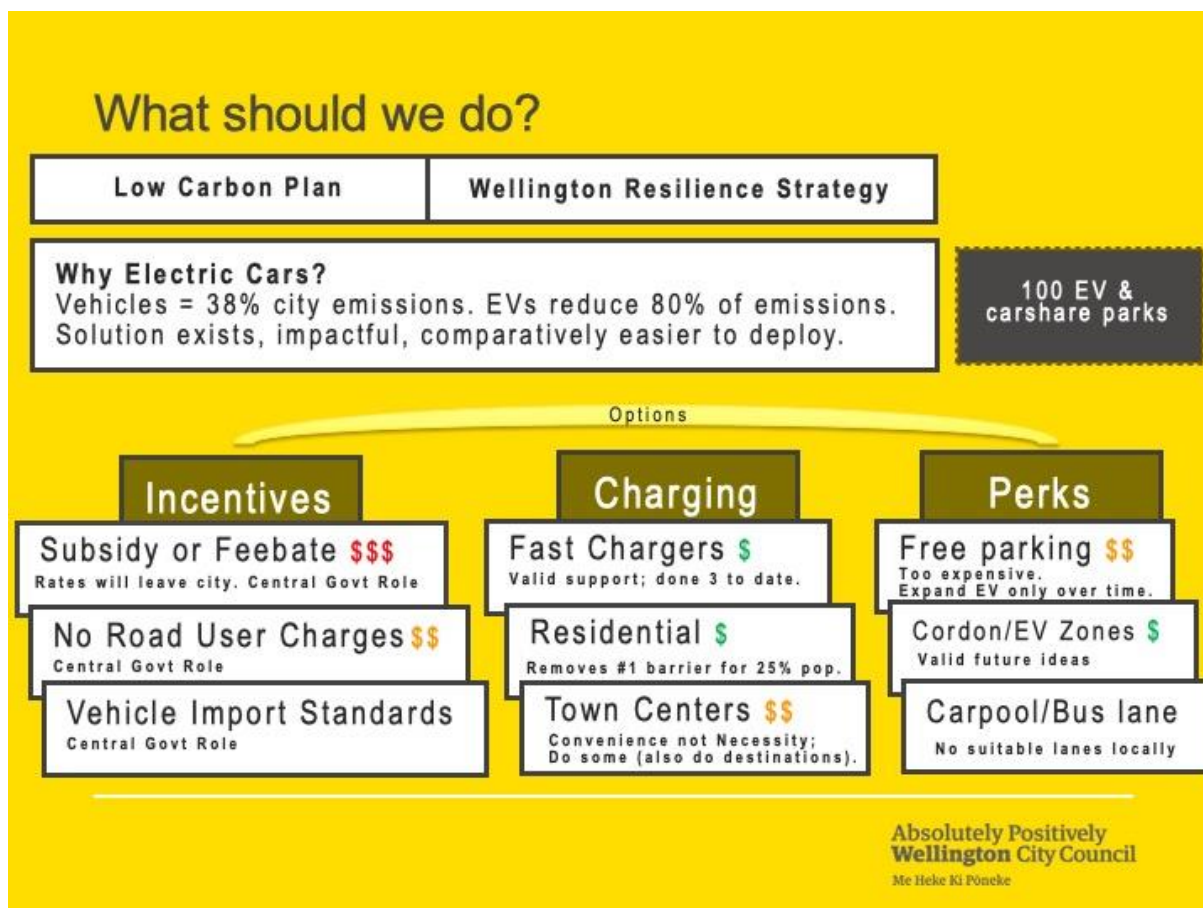
## Background

- Background on the paper was provided in the December 2018 CSC paper that was laid on the table. This report is attached.

## Discussion

8. A range of questions were raised by public, Councillors, and ELT; this section responds to key themes:

Where does the residential charger project sit among other options for the Council to support electric vehicles?



Council has adopted two strategies in order to meet carbon emission reductions which rely on increased uptake of electric vehicles (2016 Low Carbon Plan, 2017 Wellington Resilience Strategy). Electric Cars are an effective solution given the high percentage road transport contributes to city-wide emissions (38%), emissions reductions related to switching to electric (over 80%), and the fact that the solution exists in a ready-to-go form.

**To support electric vehicles, there are a variety of options Council could adopt:**

**Incentives** are expensive and could cause perverse outcomes if applied locally. Consequently, our response has been to ask the Government to take an active role in this area, for example by submitting in favour of the Government introducing a feebate (electric vehicle purchase subsidy).

**Public Charging Stations** are too expensive for the general public to fund, and the market is too immature for private investors to be expected to fully fund their

installation. Council is in the unique position that it owns the land where cars commonly park (on streets). A deliberate mix of Government, Council, and private funding is appropriate in these early years until such time as a mature self-sustaining market model is established. Residential Street chargers solve a barrier to ownership rather than provide the nice-to-have convenience of a slow-charger at their neighbourhood shops. Given a quarter of our homes lack off-street parking, there is a real risk of a proliferation of ad-hoc cables being run from houses over footpaths to access cars parked on the street, which can pose a trip and/or electrical hazard (pictured below). Ultimately, the key element here is cost: for fast chargers, Council pays nothing. For residential chargers, Council currently has a 75% subsidy from other parties. For destination chargers, Council pays for the full amount.



**Perks** make sense based on circumstances of city layout and revenue position. Free car parking for EVs, successful overseas, conflicts with a valuable Council revenue source that funds transport improvements. Use of bus or carpool lanes by EVs, again popular overseas, would inappropriately affect Wellington's public transport network. Wellington has no tolls that EVs could be exempt from, however this would be a valuable and effective perk, demand management measures were ever to be implemented; this is very effective overseas (e.g. London has a 11 Pound entrance fee, which all Zero Emission Vehicles – Electric, Hydrogen or otherwise - are exempt from).

9. How can we encourage car park turnover?

Several measures will be implemented to encourage vehicle turnover to prevent an electric car 'hogging' an EV car park for days on end including SMS notifications when car has charged, etiquette documentation, and will seek introduction of a time-based fee (assuming this can be technically achieved in a cost effective and practical fashion).

Further, officers hope to include an amendment when a broader planned update occurs to our Parking Policy and Traffic Bylaw. This would enable enforcement action on a parked electric car when not charging.

10. How equitable is this initiative?

This programme will initially more likely advantage mid to higher income earners and those without garages. There is no getting around this and it is key for Council to contextualize the environmental challenge with the social one. With electric vehicles available now for \$10K or less, they are affordable to a broad spectrum of Wellingtonians, but it is acknowledged that further reductions in prices will be needed before they are accessible to everyone. But it is those more expensive vehicles bought today that will make up the fleet that is accessible to everyone. In this way, the equity issue in the short term is key, but in the long term is somewhat balanced.

Importantly, once lower income earners do purchase an electric vehicle, they are able to make use of existing chargers, so this initiative will only become more equitable with time in that sense.

Taking into account the above, there is an intractable equity question. This question must be resolved by Council and we can only recommend proceeding based on the long-term equity benefits.


## Options

11. There are three broad options available:
- Proceed with all locations in the Recommendations section, and progress to the next stage of seeking locations (recommended).
  - Proceed only with Wellington Zoo location (TR102-18 Manchester St, Newtown) and abandon proceeding with the residential charging station project, foregoing subsidy. Note these results in potential reputational risk with partners.
  - Decline all locations and seek a new direction for electric vehicle support – the likely impact of this will be that Council will have no role in supporting a transition to electric vehicles and potential reputational risk with partners.

## Next Actions

12. Install chargers at the 17 locations approved in this paper, in the manner illustrated by attached Site Plans.
13. Identify at least 10 further locations and propose these to the City Strategy Committee later in 2019.
14. Monitor usage of installed chargers and consult user and nearby residents, and report back to City Strategy Committee in 12 months after installation with lessons and findings. Establish through evidence a position on how best to move forward after the trial.

## Attachments

Attachment 1. Previous Report 13 December 2018 - Electric Vehicle Chargers and Traffic Resolutions in Residential Streets [↓](#)  Page 158

Author	Sigurd Magnusson, Contractor
Authoriser	Tom Pettit, Sustainability Manager Mike Mendonca, Chief Resilience Officer David Chick, Chief City Planner

## SUPPORTING INFORMATION

### Engagement and Consultation

Recommendations have been publicly advertised, and consultation was additionally shared with neighbourhood associations. Public feedback on the June – July 2018 consultation led

to a subset of 19 locations being proposed. Oral feedback was additionally received by City Strategy Committee on 13 December 2018. Further engagement will occur during installation.

**Treaty of Waitangi considerations**

Not applicable.

**Financial implications**

Capital and installation costs financed within existing project budget. Ongoing electricity and equipment maintenance costs borne by users of the service.

**Policy and legislative implications**

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

**Risks / legal**

Designed to reduce trip and electrical hazards associated with residents using extension cables between their homes, crossing footpaths, and on-street parking. Such risks are becoming prevalent across the city as informal solutions are adopted to this significant challenge.

**Climate Change impact and considerations**

Assists in reducing road transport emissions (38% of Wellington's greenhouse gas emissions). Strongly aligns to 2016 Low Carbon Capital Plan, Wellington 2040, Wellington Urban Growth Plan, and aids achieving the City's target of an 80% reduction in emissions by 2050.

**Communications Plan**

As with all road related works, letter drop to affected streets will be carried out ahead of installations. Other communications around roadworks elements will evolve with provider.

Wider press and online social media activity to support awareness after machines are operational.

**Health and Safety Impact considered**






Impacts to pedestrians and road users have been considered and effects mitigated. For example, posting chargers closer to curb side reduces trip hazard to pedestrians; painting a safety barrier on the live-lane side of the car park to reduce conflict between charging cables and cyclists. Charging equipment shall conform to Worksafe and NZTA Public Charging Infrastructure guidelines to cover off electrical safety risks.

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Me Heke Ki PōnekeELECTRIC VEHICLE CHARGERS AND TRAFFIC RESOLUTIONS  
IN RESIDENTIAL STREETS

## Purpose

1. This report asks the City Strategy Committee to approve the installation of the first round of Energy Efficiency Conservation Authority (EECA) subsidised electric vehicle chargers (all with two electric vehicle car parks) at 18 residential street locations, plus a 19<sup>th</sup> location near the entrance of Wellington Zoo.

## Summary

				
56% of Wellington's greenhouse gas emissions are due to transport. Fossil fuels cars must be replaced quickly by electric vehicles (EV), walking, cycling and public transport to meet climate change goals.	But <b>one quarter</b> of Wellington's 71,000 homes don't support charging at home, as they lack garages/ carports. This is constraining local EV uptake.	Just <b>5</b> public fast charges currently serve the <b>750 electric cars</b> in Wellington City.	Over <b>50</b> written letters from Wellington residents to date state they will buy an EV if a public charger is installed within short walking distance from their home.	Public consulted on 34 locations within walking distance of where residents have approached Council. Public feedback results in <b>19 locations</b> EECA subsidised electric vehicle chargers proposed by this paper.

## Recommendation/s

That the City Strategy Committee:

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

	Column one	Column two	Column three
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<b>a) TR072-18 Bank Road</b>				
Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule:	<b>Bank Road</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	East side, commencing 12.5 metres north of its intersection with Garden Road (Grid coordinates X= 1,747,727.450 m Y= 5,428,528.370 m) and extending in a northerly direction following the eastern kerb line for 12.0 metres.	
<b>b) TR073-18 Rodney Street</b>				
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule:	<b>Rodney Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 51.6 metres south of its intersection with Sydenham Street (Grid coordinates X= 1,747,147.450 m Y= 5,428,897.550 m) and extending in a southerly direction following the western kerb line for 11.2 metres.	
<b>c) TR074-18 Boundary Road</b>				
i.	Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule	<b>Boundary Road</b>	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm	West side, commencing 132.5 metres north of its intersection with Upland Road and extending in a northerly direction following the western kerb line for 37 metres.
ii.	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Boundary Road</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday	West side, commencing 132.5 metres north of its intersection with Upland Road (Grid coordinates X= 1,747,431.000 m Y= 5,427,892.980 m)

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			to Friday, 8:00am – 6:00pm.	and extending in a northerly direction following the western kerb line for 11.2 metres.
iii.	Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule	<b>Boundary Road</b>	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm	West side, commencing 143.7 metres north of its intersection with Upland Road (Grid coordinates X= 1,747,431.000 m Y= 5,427,892.980 m) and extending in a northerly direction following the western kerb line for 25.8 metres.
<b>d) TR075-18 Holloway Road, Aro Valley</b>				
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Holloway Road</b>	Parking place in the form of electric vehicles only parking, at all times.	East side, commencing 279.5 metres south of its intersection with Raroa Road (Grid coordinates X= 1,747,454.500 m Y= 5,427,170.630 m) and extending in a southerly direction following the eastern kerb line for 12.0 metres.
<b>e) TR076-18 Epuni Street, Aro Valley</b>				
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Epuni Street</b>	Parking place in the form of electric vehicles only parking. At all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	West side, commencing 198.7 metres south of its intersection with Aro Street (Grid coordinates X= 1,747,877.190 m Y= 5,426,956.140 m) and extending in a southerly direction following the western kerb line for 12.0 metres.
<b>f) TR081-18 Miramar North Road, Miramar</b>				

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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Miramar North Road</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 118.0 metres west of its intersection with Weka Street (Grid coordinates X= 1,752,815.370 m Y= 5,426,064.540 m) and extending in a south-westerly direction following the western kerb line for 12.0 metres (2 parallel parking spaces).
<b>g) TR084-18 Hornsey Road, Melrose</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Hornsey Road</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 232.5 metres north of its intersection with Houghton Bay Road (Grid coordinates X= 1,749,537.670 m Y= 5,422,854.280 m) and extending in a northerly direction following the western kerb line for 11.2 metres.
<b>h) TR085-18 Jackson Street, Island Bay</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Jackson Street</b>	Parking place in the form of electric vehicles only parking, at all times.	South side, commencing 418.6 metres east of its intersection with Melbourne Street (Grid coordinates X= 1,748,655.420 m Y= 5,423,111.060 m) and extending in a north-easterly direction following the southern kerb line for 11.2 metres.
<b>i) TR086-18 Melbourne Road, Island Bay</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions	<b>Melbourne Road</b>	Parking place in the form of electric vehicles only parking,	East side, commencing 34.2 metres south of its

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Schedule		at all times.	intersection with Dee Street (Grid coordinates X= 1,748,653.390 m Y= 5,423,157.080 m) and extending in a southerly direction following the eastern kerb line for 12.0 metres.
<b>j) TR087-18 Mersey Street, Island Bay</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Mersey Street</b>	Parking place in the form of electric vehicles only parking, at all times.	North side, commencing 29.5 metres west of its intersection with The Parade (Grid coordinates X= 1,748,316.160 m Y= 5,422,293.530 m) and extending in a westerly direction following the northern kerb line for 5.2 metres (2 angled car parks).
<b>k) TR089-18 66 Coromandel Street, Newtown</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Coromandel Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 19.8 metres north of its intersection with Wilson Street (Grid coordinates X= 1,749,515.430 m Y= 5,425,078.020 m) and extending in a northerly direction following the western kerb line for 12.0 metres.
<b>l) TR090-18 4 Coromandel Street, Newtown</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Coromandel Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 92.8 metres north of its intersection with Mein Street (Grid coordinates

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			X= 1,749,470.170 m Y= 5,425,310.020 m and extending in a northerly direction following the western kerb line for 12.0 metres.
<b>m) TR091-18 Wright Street, Mount Cook</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Wright Street</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	East side, commencing 86.5 metres south of its intersection with Carrington Street (Grid coordinates X= 1,748,511.250 m Y= 5,425,720.380 m) and extending in a southerly direction following the eastern kerb line for 13.8 metres.
<b>n) TR094-18 Karepa Street, Brooklyn</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Karepa Street</b>	Parking place in the form of electric vehicles only parking, at all times.	East side, commencing 34.8 metres east of its intersection with Apuka Street (Grid coordinates X= 1,747,287.690 m Y= 5,426,252.960 m) and extending in a north-easterly direction following the eastern kerb line for 11.2 metres.
<b>o) TR095-18 Bruce Avenue, Brooklyn</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Bruce Avenue</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 224.2 metres west of its intersection with Tanera Crescent (Grid coordinates X= 1,747,593.630 m Y= 5,426,215.110 m) and extending in a northerly direction following the western

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			kerb line for 4.4 metres.
<b>p) TR096-18 Stanley Street, Berhampore</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Stanley Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 133.2 metres south of its intersection with Chilka Street (Grid coordinates X= 1,748,352.560 m Y= 5,423,964.380 m) and extending in a southerly direction following the western kerb line for 11.2 metres.
<b>q) TR098-18 Hall Street, Newtown</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Hall Street</b>	Parking place in the form of electric vehicles only parking, at all times.	North side, commencing 47.3 metres east of its intersection with Adelaide Road (Grid coordinates X= 1,748,739.890 m Y= 5,425,245.030 m) and extending in an easterly direction following the northern kerb line for 11.2 metres.
<b>r) TR009-18 Austin Street, Mount Victoria</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Austin Street</b>	Parking place in the form of electric vehicles only parking, at all times.  Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	West side, commencing 16.0 metres southwest of its intersection with Pirie Street (Grid coordinates X= 1,749,614.200 m Y= 5,426,548.140 m) and extending in a south-westerly direction following the western kerb line for 12.0 metres.
<b>s) TR102-18 Manchester Street, Newtown (ZOO)</b>			

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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Manchester Street</b>	Parking place in the form of electric vehicles only parking, at all times. P180, at all times.	North side, commencing 30.5 metres northwest of its intersection with Owen Street (Grid coordinates X= 1,749,404.300 m Y= 5,424,224.190 m) and extending in a north-westerly direction following the eastern kerb line for 6.2 metres (2 angled car parks).
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**Background**

2. Since 2007, Wellington City Council has had a target of reducing greenhouse gases by 80% by 2050, leading the way to a lower carbon future. The 2016 Low Carbon Capital Plan reaffirmed this – and to achieve this, significant action needs to be taken. One of the easiest ways we can make early progress in this transition is to make the switch from vehicles fuelled by fossil fuels, to vehicles fuelled by electricity. Road transport emissions make up 38% of emissions in Wellington City boundaries, so this is a significant area of potential change. The key role that local government can play in supporting electric vehicles – apart from buying our own – is installing or facilitating the installation of charging infrastructure. Like the four chargers we now have on CBD streets, a solution is needed for another problem identified through examining our data.
3. Most electric vehicle drivers are largely self-sufficient in being able to recharge their vehicles at their homes, however a quarter of Wellington's 71,000 homes lack off-street parking. This is concentrated in inner city suburbs such as Newtown, and commonplace where streets overlay our hilly topography. Electric vehicle adoption is impeded where homes lack off-street parking. The Council also does not wish to encourage the use of extension cables running from houses, across footpaths, to cars parked out on the street; the installation of chargers on residential streets is seen an effective mitigation to this electrical and pedestrian trip hazard.
4. The 2016 Low Carbon Capital Plan acknowledged these matters and in response set aside up to 100 on-street car parks to be used for public electric vehicle charging and car share.
5. Following the adoption of the 2016 Low Carbon Capital Plan, a jointly funded project to trial residential street chargers was formed between Wellington City Council and charging supplier Charge Net NZ, with 50% of funding coming from EECA's Low Emissions Vehicle Contestable Fund, and with further assistance and input from Wellington Electricity. The scope of the project is to install chargers in 25 residential street locations by mid-2019. Each location would charge two vehicles at once, with parking in two adjacent car parks restricted to Electric Vehicles Only.
6. The chargers are designed to be an alternative to charging in your home; i.e. are medium-speed chargers that satisfy the needs of several homes in their immediate area; they are not high power chargers that would attract a high volume of patronage as a petrol station might. In any case, the project budget, and existing electricity supply in residential streets would not support very high speed chargers in residential streets.

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To ensure financial sustainability, and ensure validity of measuring usage to extrapolate future use, a fee of 30c per kilowatt hour is charged to users. This compares to the higher end of what residents might pay for electricity used in their own home today. The purpose of the trial is identifying learnings from the initiative, and through measurement and surveys, determine what grounds there might be for its future expansion.

7. The residential charging stations are approximately the size of a CBD pay and display machine, and ground-mounted. Locations for the chargers are strongly dictated by existing locations of electricity poles and where suitable car parking can be found. In some situations this requires their installation in footpaths. Where possible this can be avoided if one side of the street has no footpath (but is still used for safe car parking, and has electricity poles running along it). All other things being equal, the preference is to avoid installing the machines in footpaths.
8. No time restriction will be enforced on the residential EV parking bays initially; to do so could see the current low numbers of electric cars forced to park in adjacent car parks once charged, in effect removing additional car parks in already hotly contested residential streets.
9. In four locations closer to the CBD, an existing Residents Only zone is proposed to be expanded in order to also cover these new EV-Only parks. This is to focus the facility on use by locals lacking off street parking rather than to support commuters or visitors that likely are based elsewhere in the region that own a garage.
10. Time and residents parking restrictions will be monitored during this trial, and rules governing access and turnover of vehicles may need revisiting as electric vehicle numbers rise and charging behaviours are better understood.

**Residential Project Status**

11. Over the past year, residents lacking car off-street parking but wishing to buy an EV were asked to apply to the Council for a charger to be installed in the street. Information about this has been published to our website.
12. Over 80 residents have enquired to date, of which over 50 committed in writing to buy an EV if a charger was installed within walking distance.
13. This led to 34 proposed locations being publicly consulted between June-July 2018. The consultation was publicly advertised, included letter-box drops in affected streets, and asked respective residents associations to respond and to share with their contact lists.
14. The consultation received a strong level of public engagement:

	Support	Objection
All 34 locations consulted on:	1,233	206
For the 19 locations proposed by this paper:	687	95

15. Support came in the form of seeking progress on climate change and electric vehicle adoption. Objections primarily focussed on loss of car parking. Three people objected to all 34 locations (i.e. this tallies to 102, about half of the objection counted above); their submission and a response is listed an appendix below. Public submissions for the 19 proposed locations and a response to objections are also attached in the appendix to this paper.

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16. In many of the residential charger locations proposed by this paper, the Council has received two or more written applications from residents committing to buying an EV if a charger is installed in their street. Changing two carparks to be EV only would therefore impose no further stress on car parking assuming these residents replace their vehicle with an electric car in a timely manner. In the mid-term there will be many more than two electric vehicles in a street, and we would expect high utilisation of these car parks from the residents that live in the immediate vicinity. This is the primary response to residents objecting on the basis of 'lost' car parking.
17. An initial set of 18 locations is proposed in this report, with an additional one at the Zoo.
18. A further set of at least 7 locations will need to be recommended in early 2019 in order to reach the intended project scope. Breaking the locations into two batches allows time to work through concerns over some sites whilst allowing progress on the project.
19. As part of the installation process on locations approved following this paper, Council staff will carry out a further community engagement letter-drop to affected residents explaining the relevance of electric vehicles to Wellington's climate change goals and the demand for residential chargers from those lacking off-street parking.

**Zoo Charging Forward**

20. In addition, two higher speed chargers and two electric-vehicle only car parks are proposed on Manchester Street across the road from the entrance to Wellington Zoo. As Zoo visitor stays are typically two to three hours, the equipment at this location would be slightly higher power so that most electric cars can finish charging within that period (25kW here versus 7kW at residential sites), and a P180 At All Times restriction would be added to support vehicle turnover. A higher usage fee shall apply to this charger so that the greater installation cost born by the supplier can be reimbursed over a mid to long term. This location has strong support from a public consultation held June-July 2018, in addition to formal written support from Wellington Zoo management.

**Broader Context Figures**

21. Electric vehicle adoption over the past 24 months has risen from approximately 250 vehicles in the Wellington region to over 1600 now; 750 of these are registered within the Wellington City Council boundary. Much more rapid growth is essential. In order for Wellington to reach the Low Carbon Plan's 2030 year target of 40% less GHG emissions across the city, given transport accounting of 56% of these emissions, the simplistic scale of the issue is that 40% of the region's\* current 330,000 fossil fuel cars would need to go electric (or entirely substituted by walking, cycling, or electrified public transport). At present, vehicle numbers, and emissions per vehicle, are slowly growing in New Zealand, even if transport emissions per capita are stable; in other words, overall transport emissions are rising when instead we need them to be falling.
22. Wellington City has 5 public electric vehicle fast chargers at present (i.e. just 5 vehicles can charge at once in our city if away from their home charging environment) and a similar number of public slow chargers.

**Background Resources**

23. Low Carbon Capital Plan adopted October 2016:  
[wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-\(2016\)](https://www.wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-(2016))

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24. Public Overview of the Residential EV Charger Project published to our website:  
[wellington.govt.nz/services/parking-and-roads/smart-transport/charging-electric-cars](https://wellington.govt.nz/services/parking-and-roads/smart-transport/charging-electric-cars)
25. NZTA Vehicle Fleet Statistics:  
<https://transport.govt.nz/resources/tmif/transport-volume/tv004/> (Fleet size);  
<https://transport.govt.nz/resources/tmif/environmental/ei001/> (Emissions)

### Next Actions

26. Pending the decision of Committee, work will commence on the formalisation and installation of chargers at the 19 proposed locations. Further locations will be considered by Committee early in 2019.

### Appendices

1. Stock photo and details of proposed charging unit
2. List of locations (recommended now/deferred for relocation/reconsideration)
3. Example Site Plan (note, all site plans found in appendix four)
4. Traffic Resolutions with maps and site plans; Submissions and Officer's Comments

### Attachments

- Attachment 1. Manchester St
- Attachment 2. Bank Road
- Attachment 3. Rodney
- Attachment 4. Boundary Rd
- Attachment 5. Holloway Road
- Attachment 6. Epuni St
- Attachment 7. Miramar North
- Attachment 8. Hornsey Road
- Attachment 9. Jackson Street
- Attachment 10. Melbourne Road
- Attachment 11. Mersey St
- Attachment 12. Coromandel 66
- Attachment 13. Wright St
- Attachment 14. Coromandel 9
- Attachment 15. Karepa St
- Attachment 16. Bruce Avenue
- Attachment 17. Stanley St
- Attachment 18. Hall St
- Attachment 19. Austin St

Authors	Lindsey Hill, Project Coordinator, Network Operations Tom Pettit, Sustainability Manager
Authoriser	Mike Mendonca, Chief Resilience Officer David Chick, Chief City Planner

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Recommendations have been publicly advertised, and consultation was additionally shared with neighbourhood associations. Public feedback on the June – July 2018 consultation has led to a subset of 19 locations being proposed here.

### **Treaty of Waitangi considerations**

Not applicable.

### **Financial implications**

Capital and installation costs financed within existing project budget. Ongoing electricity and equipment maintenance costs borne by users of the service.

### **Policy and legislative implications**

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

### **Risks / legal**

Designed to reduce trip and electrical hazards associated with residents using extension cables between their homes, crossing footpaths, and on-street parking.

### **Climate Change impact and considerations**

Helps to reduce road transport emissions (38% of Wellington's greenhouse gas emissions).

Strongly aligns to 2016 Low Carbon Capital Plan: aids achieving the City's target of an 80% reduction in emissions by 2050.

### **Communications Plan**

Informative letter drop to affected streets will be carried out ahead of installations.

Wider press and online social media activity to support awareness after machines are operational.

### **Health and Safety Impact considered**

Impacts to pedestrians and road users have been considered and effects mitigated. For example, posting chargers closer to curb side reduces trip hazard to pedestrians; painting a safety barrier on the live-lane side of the car park to reduce conflict between charging cables and cyclists. Charging equipment shall conform to Worksafe Public Charging Infrastructure guidelines to cover off electrical safety risks.

## APPENDIX ONE: STOCK PHOTO AND DETAILS OF PROPOSED RESIDENTIAL STREET CHARGING UNIT

- Dimensions: 220mm deep x 416 wide x 1146mm tall
- Driver supplies own cable; no trip hazard when not in use
- Adds 15km – 50km worth of driving range per hour depending on vehicle (newer vehicles tend to be able to recharge more per hour than older vehicles)
- Custom branding for the unit yet to be formulated
- Unit has subtle lighting, to avoid being walked or driven into at night
- Power level" two 7kW outlets (can charge two vehicles simultaneously)

*Stock marketing photo of proposed charging product:*



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**APPENDIX TWO: LIST OF CONSULTED LOCATIONS INCLUDED  
IN THIS PAPER**

TR069-18	Worcester St, Wilton	Deferred
TR070-18	Pembroke Rd, Northland	Deferred
TR071-18	Northland Rd, Northland	Deferred
TR072-18	Bank Rd, Northland	Included
TR073-18	Rodney St, Northland	Included
TR074-18	Boundary Rd, Kelburn	Included
TR075-18	Holloway Rd, Aro Valley	Included
TR076-18	Epuni St, Aro Valley	Included
TR077-18	Stafford St, Mt Victoria	Deferred
TR078-18	The Crescent, Roseneath	Deferred
TR079-18	Marewa Rd, Hataitai	Deferred
TR080-18	Duncan Tce, Kilbirnie	Deferred
TR081-18	Miramar North Rd, Miramar	Included
TR082-18	Sutherland Rd, Lyall Bay	Deferred
TR083-18	View Road, Houghton Bay	Deferred
TR084-18	Hornsey Rd, Melrose	Included
TR085-18	Jackson St, Island Bay	Included
TR086-18	Melbourne Road, Island Bay	Included
TR087-18	Mersey St, Island Bay	Included
TR088-18	Owen St, Newtown	Deferred
TR089-18	66 Coromandel St, Newtown	Included
TR090-18	4 Coromandel St, Newtown	Included
TR091-18	Wright St, Mt Cook	Included
TR092-18	Farnham St, Mornington	Deferred
TR093-18	Clarence St, Brooklyn	Deferred
TR094-18	Karepa St, Brooklyn	Included
TR095-18	Bruce Ave, Brooklyn	Included
TR096-18	Stanley St, Berhampore	Included
TR097-18	Grant Rd, Wadestown	Deferred
TR098-18	Hall St, Newtown	Included
TR099-18	Austin St, Mt Victoria	Included
TR100-18	Napier St, Karaka Bays	Deferred
TR101-18	Nairn St, Mt Cook	Deferred
TR102-18	Manchester St, Newtown (ZOO)	Included

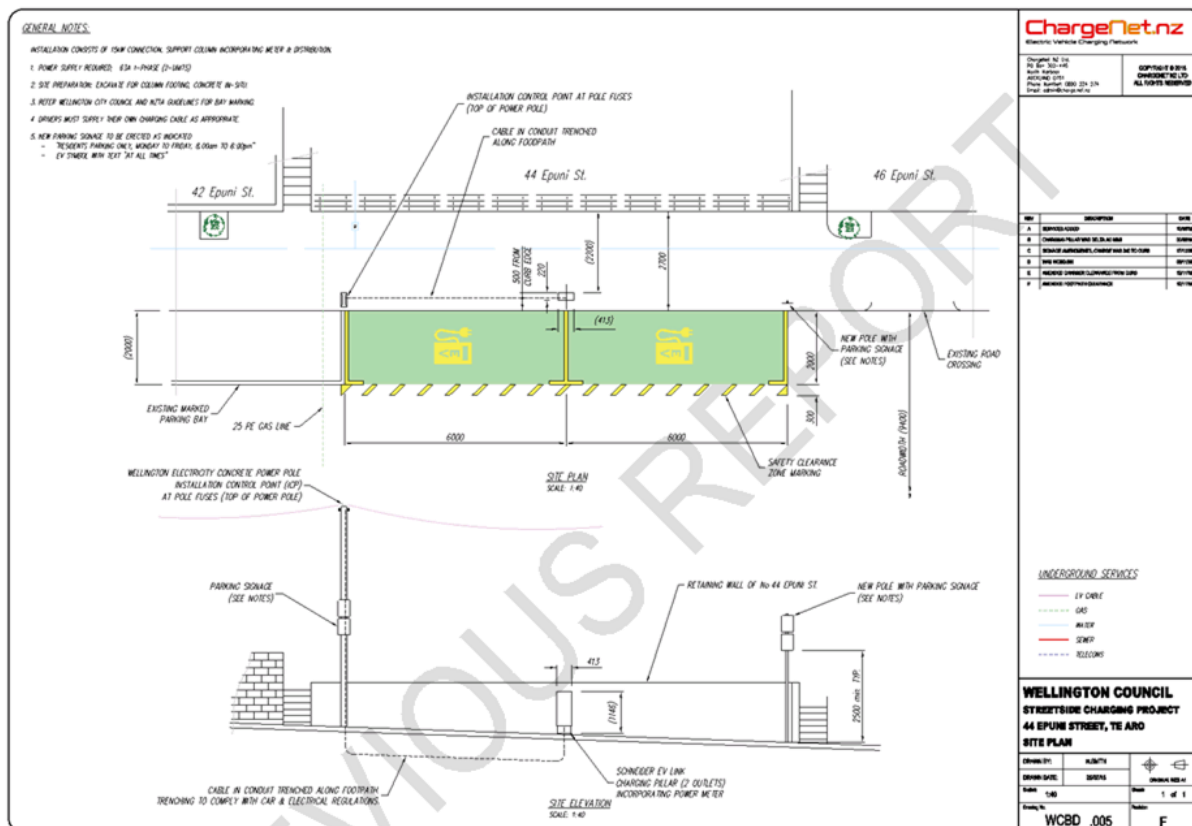
Deferred locations will either be withdrawn, relocation, or presented as-is, in 2019 once more work has been done. They will be presented to a future City Strategy Committee meeting.

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## APPENDIX THREE: EXAMPLE OF SITE PLAN

Example of Proposed Site Plan of charger in footpath (Epuni Street; TR76-18)  
Proposed Site Plans for all 19 locations are included later in this report.



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## APPENDIX FOUR: TRAFFIC RESOLUTIONS, SUBMISSIONS, AND OFFICER'S COMMENTS

Responses to submissions made against all 34 locations:

**Katherine Ivory, Mornington:**

*What am I asking Councillors to do?*

*1 Say NO to Mornington Road site*

*It will fundamentally change parking patterns and land usage in the street (from a place where people park short term/temporarily to a 24/7 commercially operated public EV charging station).*

*It will compromise road safety. Vehicles coming from the south along Mornington Road will need to cross the centre line, into a blind corner, putting motorists and cyclists coming from the North at risk. The route South is not much better.*

*Entry and exit by cars and service vehicles (especially from and to the north) to a drive way serving 3 households will be compromised.*

*The assessment of the site is inadequate. There is no information about*

- impact on surrounding vehicle movements,*
- whether 24/7 parking and charging will hinder traffic flow and access, particularly to an unusually aligned and steep intersection,*
- impact on pedestrian traffic,*
- safety and accessibility for reduced mobility users,*
- health and safety, hazard or risk assessment*

*The proposal to extend the footpath will push pedestrian traffic closer to a bank, as they avoid the charging station, with a significant drop to the road below.*

*2 Direct officers to investigate alternative sites.*

*There are at least two other options.*

*West side of Mornington road about 100m south of the proposed site.*

*On the west side of Mornington Road but north of the intersection of Vennell Street and Mornington Road. This site has access to Clarence Street (walkway) and would have the advantage of also serving people who use the community hub and tennis courts and park for considerable periods of time. People regularly park here already, so reserving two parks for Electric vehicles, would not change traffic conditions.*

*3 Investigate the way this "trial" is being conducted. I do not think the process has been fair or robust.*

*No discussion with affected parties occurred at an early or formative stage in the site selection process. This means other good options may have been missed and the input of those who know the road and area well undervalued.*

*Any early discussions were one-sided – in the Mornington Road case they occurred with those who might benefit (applicant) and started in at least February 2018. Affected parties were only notified at the end of June using a formal process and have been given little time to respond.*

*Insufficient information was made publicly available to enable people to consider the proposal and participate effectively in the Consultation. Important information not provided in TR- Resolutions includes sites assessments and impacts on motorists, cyclists, pedestrians and residents (as referred to above), the size/footprint of the charging station to be installed, the height of the charger, what it will look like, proposed curb buffers, the amount of footpath space that will be compromised, the width of the proposed cars parks, how the charging stations will be protected from damage, whether they emit high pitched noise (like a fast*

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chargers) and so forth. There are unanswered questions. The commercial nature of the charging station is not discussed anywhere. Will the activity will require a licence to occupy? Will Council charge the operator for exclusive use of the space for commercial gain? Are there district plan approvals required e.g. such as need to comply with rules in the District plan about siting and design of structures on or over roads in residential areas (a discretionary activity (restricted))? It is not clear how other options suggested by submitters will be treated or taken into account in finalizing proposals. It seems, using this formal traffic resolution process, that locations have already been finalized and Council has been simply given a yes/no decision. This does not seem right. WCC actions imply the decision has been predetermined e.g. quotes have been received for installations at specific sites; Corridor Access requests to undertake work in the road have been approved. If Council does not agree to these locations, this work, like the poor consultation process, is a waste of time and money.

**Officers Response:**

It is standard process to formally letter-drop proposals once they're reasonably developed. Given the insights in this submission, together with other nearby residents, the location of the Clarence St charger (TR 93-18) is under reconsideration and a new location will be proposed for public feedback at a later date.

**Léonie Walker, Newtown:**

*I am a Newtown resident, and active member of both the local resident association and labour party. I am also a passionate believer in the need to move to renewables – including fitting solar to my house. I am not personally affected directly by the proposed EV charging stations. However, while totally supportive of encouraging adoption of new technology and mitigating climate change, I think this approach of charge points outside homes around the city is not well thought through. Firstly, other initiatives to get people more active and using public transport around Wellington are needed, rather than encouraging the continuation of a model of individual car ownership. Secondly, it removes scarce car parks, many of which would be empty a large part of the time instead of occupied by householders, thirdly, I just don't think e-car buyers and charge points will match geographically. It would surely make much more sense to encourage more (e) car sharing/ short hire / bike hire initiatives, and to continue to invest in sustainable public transport. If there are to be (ratepayer subsidised, or power company sponsored?) charging points, please put them in shopping centre car parks and on garage forecourts, then car owners might stay and shop / visit a cafe while charging? What about commercial building car parks in the CBD?*

**Officer Comments:**

Council is pursuing most of the activities that you have highlighted in your submission (lowering vehicle ownership, car sharing, bike share, fast chargers in the CBD, etc). Council is trialing the residential EV charger scheme to determine whether it has an effective role in a broader strategy to reduce city-wide greenhouse gas emissions.

**Patrick Morgan, Newtown:**

*My comments apply to all proposals. I'm not convinced this is something Council should be doing. Before embarking on this trial, I submit the Council should make a compelling case, dealing with these questions: Why are we reserving public street space for EVs? Why are there no time limits? Who will meet the cost of installing and maintaining charging stations? What are alternative uses for the investment? How does this plan compare? Should*

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*Wellington go first, or learn from other locations? How we do measure success? Thanks for your consideration.*

**Officers Comments:**

Several of these points are published to the Wellington City Council website (e.g. refer 2016 Low Carbon Capital Plan).

We are reserving public street space for EVs because one quarter of Wellington homes lack off-street parking and they need locations where they can conveniently charge their electric cars, else they will continue to drive fossil fuel ones that contribute to climate change. Time limits will be evaluated as part of the trial process. Council, the private sector, and Government has shared the installation costs, and users will pay for their maintenance and electricity. Given the shared funding model, the project has a compelling cost profile. Wellington is following successful residential EV charger schemes overseas, including London and Rotterdam.

## PROPOSED TRAFFIC RESOLUTION

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**Reference:** TR 102 – 18

**Location:** Manchester Street - Newtown

**Proposal:** Electric Vehicle (Medium speed DC) Charging Station, at all times.

**Information:** Summary

Wellington Zoo Trust (WZT), in partnership with Wellington City Council (WCC), is seeking to install two medium-speed 25kW DC electric vehicle chargers on Manchester Street, opposite the Zoo and Mojo Café.

Wellington Zoo is the world's first carboNZero certified Zoo and is seen as a leader in sustainability for the community and businesses alike. The Zoo has committed to long-term reductions in CO<sub>2</sub> emissions as part of the carboNZero certification process and aspires to transition to a fully electric vehicle fleet. Wellington Zoo purchased its first electric vehicle, a Hyundai Ioniq car, in 2018. By offering support for electric vehicle charging infrastructure, the Zoo and WCC aim to enhance sustainable outcomes for the community.

The Zoo receives over 235,000 visitors on average per year; one-third of which are from outside greater Wellington. This allows the Zoo to influence and educate a large number of people in the community and encourage them to make more sustainable choices in their lives.

The community can also patron the Mojo Café located at the front entrance of the Zoo without paying entry to Wellington Zoo. These community members will also be able to access the EV charging stations.

Overall, the proposed charging equipment will receive good use due to Wellington Zoo's daily visitation and the short-stay activities nearby. The proposed charging equipment will also receive good off-peak use due to lack of off-street parking for Newtown residents, and no available EV charging in the area. Over 3,000 of the 4,000 property units in Newtown lack off-street parking. This is the highest quantity of any Wellington suburb. Three Newtown residents have indicated in writing that they would use a charger near Wellington Zoo on the basis they cannot charge at home.

The selected car parks will be restricted to Electric Vehicles only, and users shall pay for the electricity they consume. New time restriction of P180 At All Times will be added.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

PREVIOUS REPORT

Wellington City Council | 2 of 8

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

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

#### Column One

**Manchester Street**

#### Column Two

Parking place in the form of electric vehicles only parking, at all times. P180, at all times.

#### Column Three

North side, commencing 30.5 metres northwest of its intersection with Owen Street (Grid coordinates X= 1,749,404.300 m Y= 5,424,224.190 m) and extending in a north-westerly direction following the eastern kerbline for 6.2 metres (2 angled car parks).

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

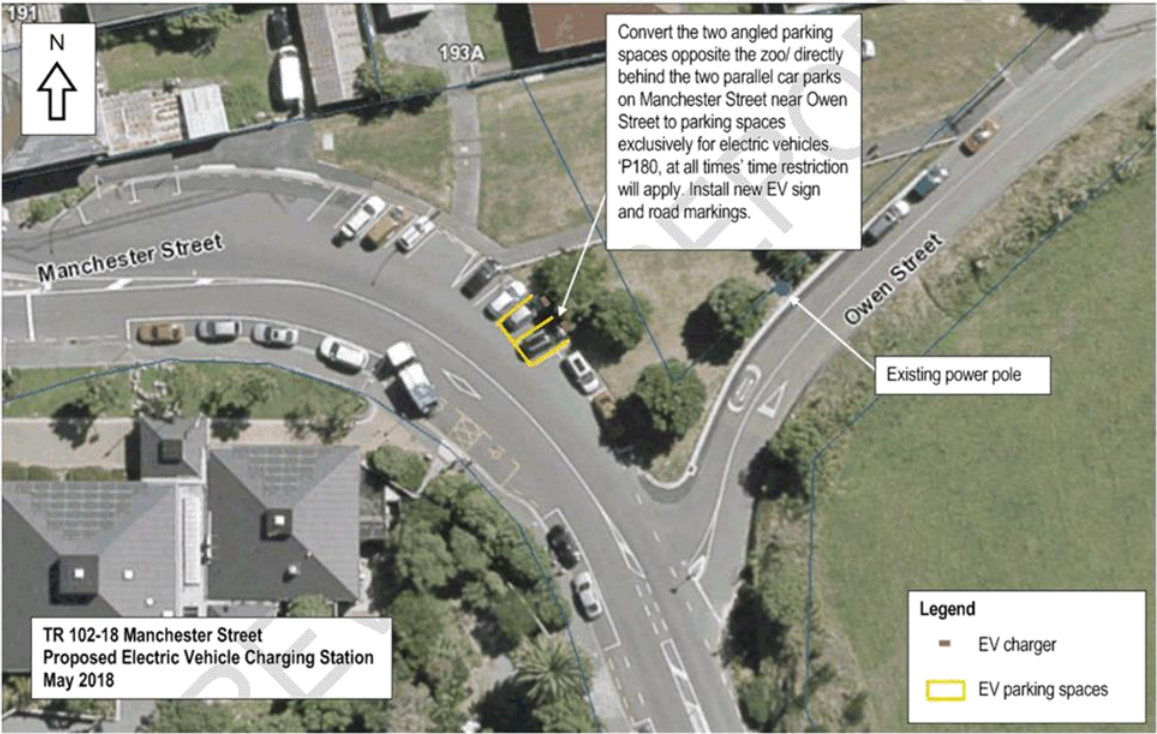
(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

#### WCC Contact:

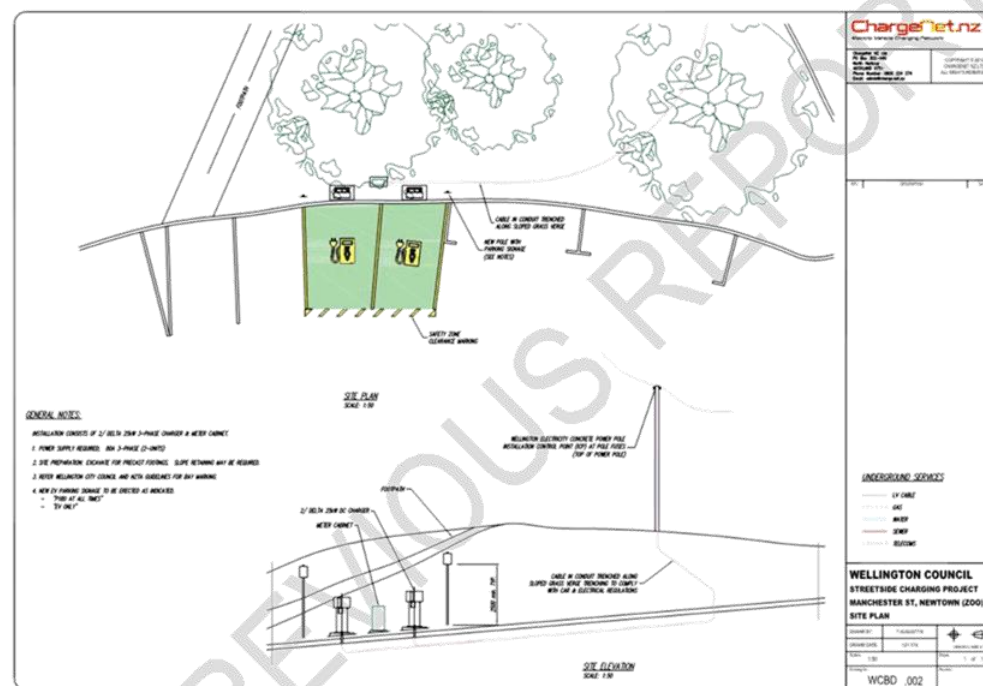
Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:



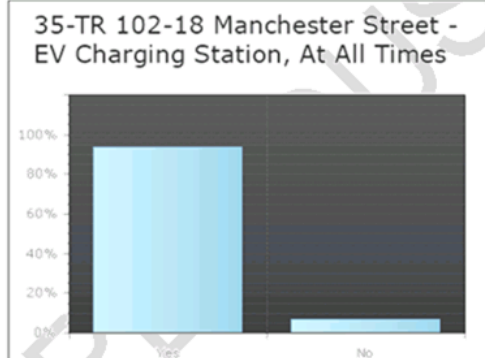
Proposed Site Plan:



## Submissions:

Category Name: 35-TR 102-18 Manchester Street - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 47
Total number of points: 47

Response field Number and Name: 35-TR 102-18 Manchester Street - EV Charging Station, At All Times		
Question: Do you agree with this proposal?		
Total number of responses:47		
Decision Sought	Number of submitters who selected this option	%
Yes	43	93.48%
No	3	6.52%



### Submitters for this question

#### Yes

5 - Jean Kehoe-Courtney: I support everything and anything that will end carbon emissions

#### Yes

16 - Martin Krafft: Families with kids visiting the Zoo are likely to consider electric vehicles. Providing a means to charge their batteries while visiting the Zoo could provide additional motivation.

<p><b>Yes</b></p> <p><b>23 - Penny Leach:</b> I strongly support an EV point at the Wellington Zoo.</p>
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b></p> <p><b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>Yes</b></p> <p><b>99 - Jess Hewat:</b> Really great to see that you have two planned charging points at the zoo, which can accommodate both visitors and neighbours near by. It would be good to see these charging stations being free, consistent with Zealandia.</p>
<p><b>Yes</b></p> <p><b>104 - Geraint Scott:</b> 'Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. (Further personal reasons, optionally, e.g. that these chargers remove a barrier as they will be in areas where homes lack the ability to charge overnight, and, they raise visibility and</p>

which will increase the numbers of electric vehicles in Wellington.) Yours sincerely, Geraint Scott 2/23 Colville St, Newtown
<b>Yes</b> <b>165 - Kristina Russo:</b> Great spot
<b>Yes</b> <b>181 - Andrew Roxburgh:</b> Please apply this comment to all potential EV sites, particularly in Newtown where I live. I think it's a great initiative. Something like this near our place would offer the chance to switch to an electric car when we come to replace the current one. Probably a few years away but it's good to see the council being proactive in this space. If it means priority parking for EV owners in the short-medium term, till there are more of EVs in the neighbourhood than parks/charging points then I don't have a problem with that.
<b>Yes</b> <b>182 - Ben Sutherland:</b> residents only
<b>Yes</b> <b>188 - Paul Robinson:</b> Perfect location with little impact to residents and ideal for visitors to the zoo to be able to charge their cars whilst they visit.
<b>No</b> <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.
<b>Yes</b> <b>210 - Fiona Calderwood:</b>
<b>Yes</b> <b>213 - Rob Wheeler:</b> The reason I think these stations are needed there are many taxi drivers living in these areas, particularly in flats nearby. They have little parking and no charging availability, and these will give them an option other than relying on fast charging before or after their work day at a fast charger. It is very important that commercial operators have an opportunity to invest in EV's and their investment means lower running costs for them, and better outcomes for the environment. This low socio economic group has been largely overlooked and EV's have predominantly been the domain of early adopters and the relatively wealthy. This will even the playing field a little.
<b>Yes</b> <b>220 - Ron Hutchison:</b>
<b>Yes</b> <b>223 - Tim Willis:</b> I support the installation for two 25kW DC charging points in this location. Normally I would not agree with a DC fast charging space having a 180 minute parking limit, but understand at this location it makes sense as they are most likely to be used by visitors to the Zoo. Again though I do think the classification of these spaces should be changed to EV CHARGING only and not just for EV PARKING with no requirement to use it to charge a vehicle.
<b>Yes</b> <b>227 - Russell Clarke:</b>

**Officer Comments:**

Considerable support from locals and wider region, plus formal written support from Wellington Zoo management. No objections from homes or businesses on this street.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke**Reference:** TR 72 – 18**Location:** Bank Road - Northland**Proposal:** Electric Vehicle Charging Station, residents parking.**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume. New residents parking restriction (Monday to Friday, 8:00am - 6:00pm) will be introduced for the electric vehicle parking spaces. Therefore, electric vehicles will need to display a residents parking permit during weekdays but not on evenings and weekends.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
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Wellington City Council | 1 of 8

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

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

#### Column One

##### Bank Road

#### Column Two

Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.

#### Column Three

East side, commencing 12.5 metres north of its intersection with Garden Road (Grid coordinates X= 1,747,727.450 m Y= 5,428,528.370 m) and extending in a northerly direction following the eastern kerbline for 12.0 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

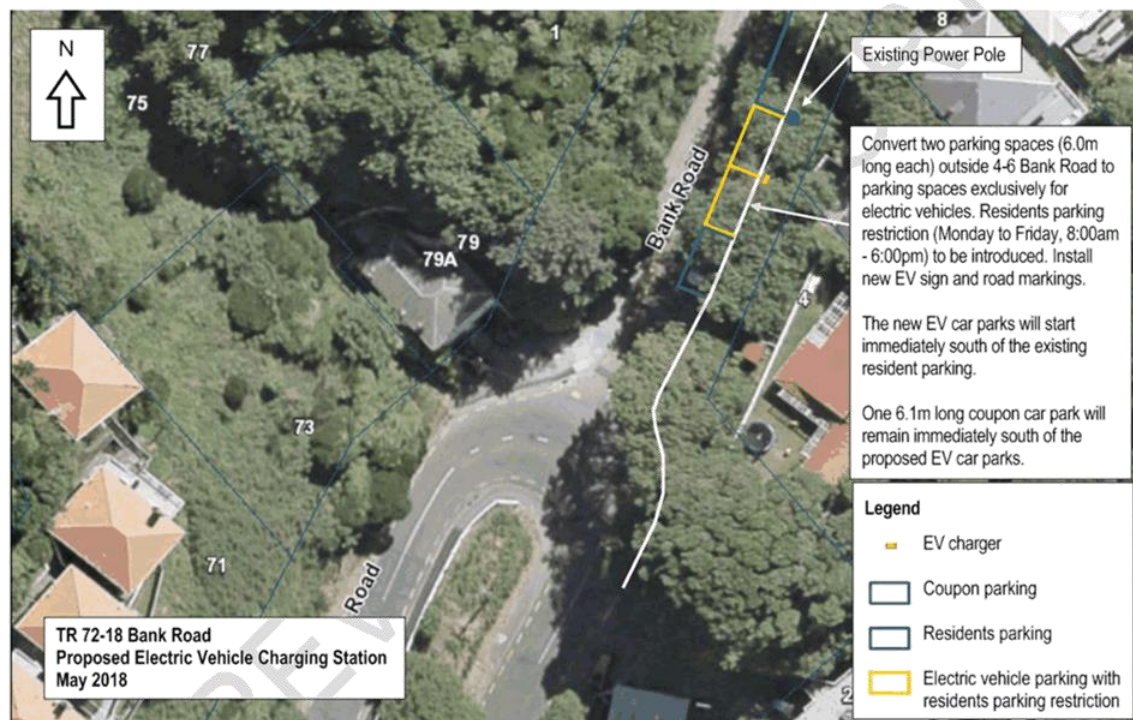
#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

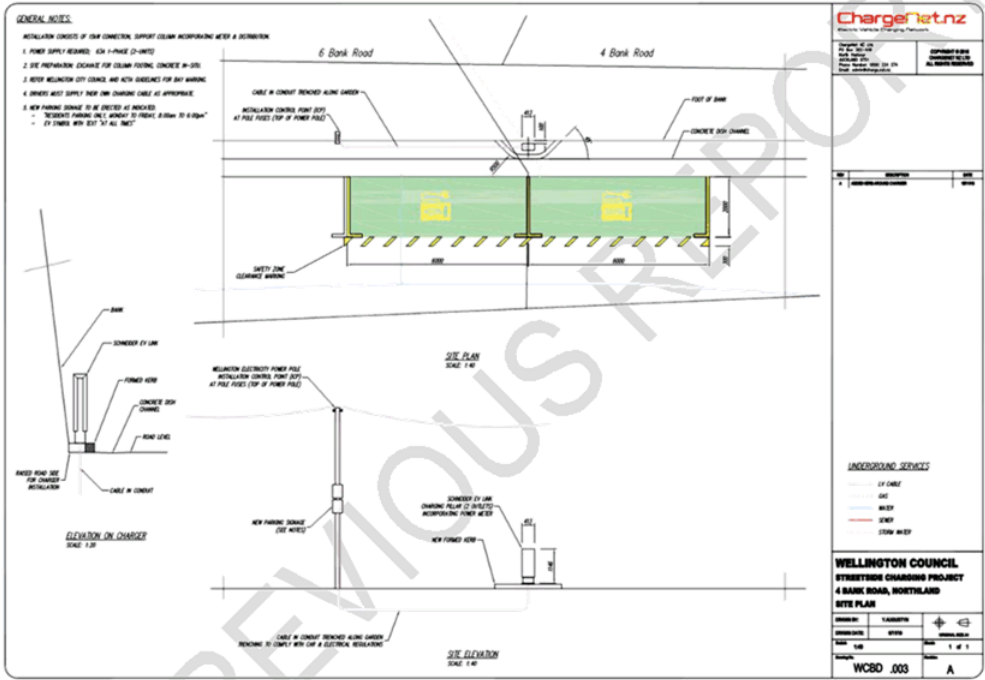
Wellington City Council | 2 of 8

Traffic Resolution Plan:



Wellington City Council | 3 of 8

Proposed Site Plan



## Submissions

Response field Number and Name: 4-TR 72-18 Bank Road - EV Charging Station, Residents Parking		
Question: Do you agree with this proposal?		
Total number of responses:40		
Decision Sought	Number of submitters who selected this option	%
Yes	34	87.18%
No	5	12.82%

**4-TR 72-18 Bank Road - EV Charging Station, Residents Parking**

Response	Count	Percentage
Yes	34	87.18%
No	5	12.82%

Submitters for this question (only shown if comment given)	
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p> <p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to</p>	

<p>support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b> <b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>Yes</b> <b>93 - David Scott:</b> I approve of this location for charging stations there are many properties in this area that do not have offstreet parking, and the onstreet parking is otherwise hindered by steep banks making charging by any other means impossible.</p>
<p><b>Yes</b> <b>134 - Sarah Shepherd:</b> I confirm I support the proposal to implement the electric car charging stations as per your attachment provided.</p>
<p><b>No</b> <b>199 - Cate Buyck:</b> EV charging stations provided by the council should be available to all users ie either provided in areas without residents parking or should that not be available locally the spaces reserved for charging electric vehicles should have the residents only restriction removed so they are available to anyone with an electric vehicle.</p>
<p><b>No</b> <b>206 - Peter and Jason Robertson and Low:</b> While we support the use of electric vehicles and the council's actions promoting greener options, we object to the current proposal for charging stations in Bank Road. The proposal would severely restrict our ability to park near our house in order to provide convenient charge stations for those who do not live there and have the luxury of parking elsewhere (i.e. near their homes). In addition:</p> <ul style="list-style-type: none"> <li>• Aside from us at Number 8 Bank Road, the residents at Number 6 Bank Road who also do not support and did not request this option, have nowhere else to park.</li> <li>• It is stated that this initiative is in response to the requests of local residents who are not currently able charge their cars; however, the only local residents who need to park in Bank Road are us from Number 8 and our neighbours from Number 6, with Number 4 residents parking around the corner off street, and all other Bank Road residents having garages/offstreet parking.</li> <li>• The proposal appears to provide for only two to three residents parks which would be insufficient to cater for those residents who have no other option but to park in Bank Road, which would yet be further constrained given that non-Bank Road Residents park in Bank Road in order to commute.</li> </ul>

- At the current time non-residents park in Bank road in the non-resident parking in order to commute with some cars being parked for weeks at time (legally) for reasons unknown. This is particularly problematic as these are the nearest parks to numbers eight and six Bank Road.
  - Having an electric vehicle is not an option for us at the current time because of the prohibitive cost and because the vehicle would not have the range needed required for work.
  - As people who leave early and arrive home late we would be vulnerable to not finding a park near to our house which is already an issue at times due to non-residents parking here. Parking also needs to be available when popping in and out of home to appointments, when working from home, for visiting elderly relatives and for ready access for those with babies in strollers etc.
- We would suggest that at most one charge park could be available, with the rest of Bank Road being Strictly Residents Parking available only to Bank Road Residents.

Yes

210 - Fiona Calderwood:

Yes

220 - Ron Hutchison:

Yes

227 - Russell Clarke:

No

229 - Nick White:

1. We OBJECT to the proposal set out in your letter of 22 June 2018.
2. We are the owners of the property at 4 Bank Road and are the residents most affected by the proposal.
3. We do not have any off-street parking, and these parks are the closet on-street parking available to our house. They are well used by us, trades people, and other visitors to our home. The addition of 2 EV parks and 1 Coupon Park will only reduce parking for us and Bank Road residents.
4. The Council has already unnecessarily reduced parking on Bank Road by extending the yellow lines further up Bank Road a few years ago. Please change this back to how it was previously. Alternatively, please advise why this change occurred, and the evidence collected by Council in support?
5. It is also unnecessary to change a Free Park to a Coupon Park. If there is going to be any change it should be from a Free Park to a Resident Park.
6. We plan to build a cable car from Bank Road to our house and adding an EV fixture as proposed would restrict our ability to do that.
7. Given the current expense of EVs we suggest postponing the proposal until EVs are cheaper.

**Officer's Comments:**

Three nearby residents have applied in writing agreeing they would purchase an electric vehicle if a station is installed at this location. The substitution of two carparks from general use to electric vehicles only, therefore should not adversely increase car parking pressure in the manner that has been objected to. Specific concerns from residents in Bank St that car parking will reduce for their use as a result of this proposal are met by noting that the number of residents only parks will increase by two (being EV only) as a result of this proposal. We believe the proposed EV charger location (positioned between two boundaries, to reduce impact) does not eliminate the future option for a resident at 4 Bank Road to later install cable car access. This resident is still in the consideration stages for cable car access and has not have plans or have specific locations in mind.

PREVIOUS REPORT

Wellington City Council | 8 of 8

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

**Reference:** TR 73 – 18

**Location:** Rodney Street - Northland

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

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

#### Column One

**Rodney Street**

#### Column Two

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

#### Column Three

West side, commencing 51.6 metres south of its intersection with Sydenham Street (Grid coordinates X= 1,747,147.450 m Y= 5,428,897.550 m) and extending in a southerly direction following the western kerbline for 11.2 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

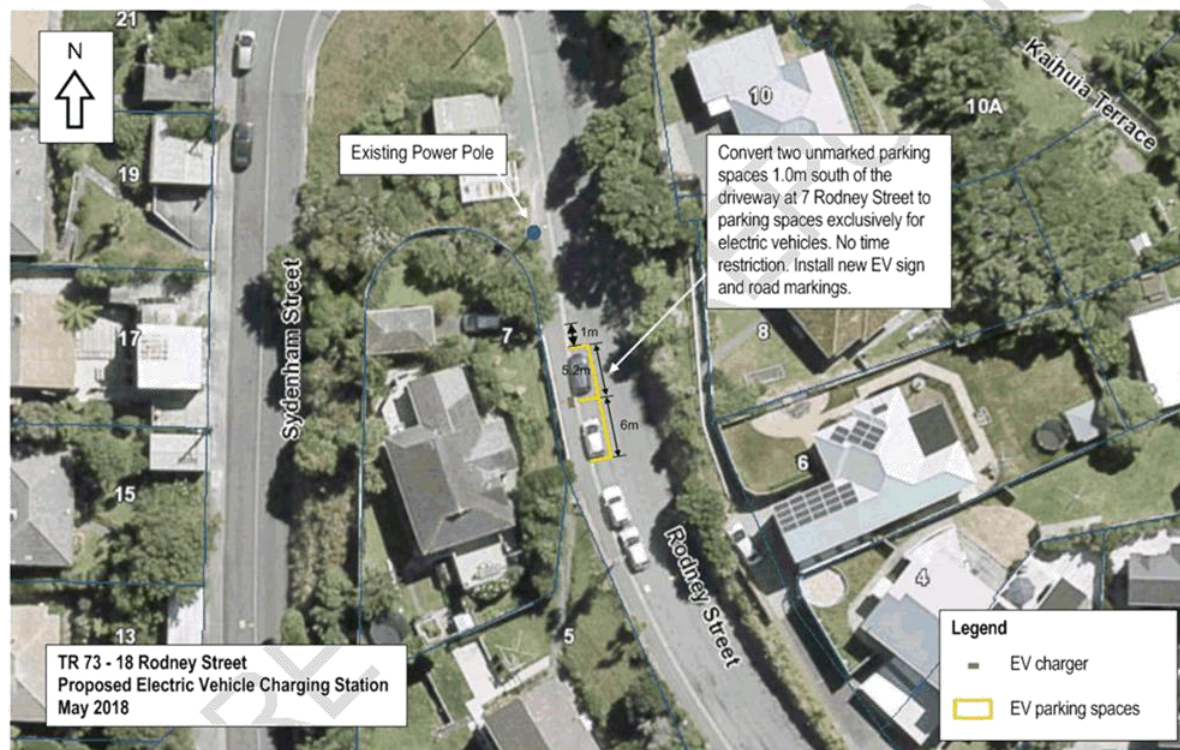
#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

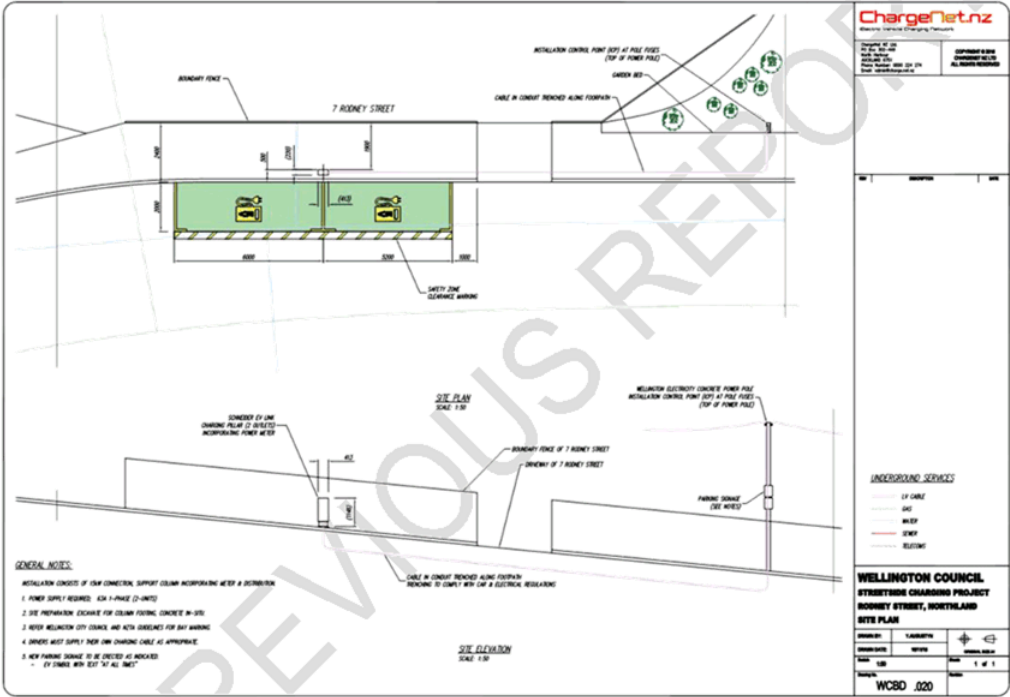
Wellington City Council | 2 of 8

Traffic Resolution Plan:



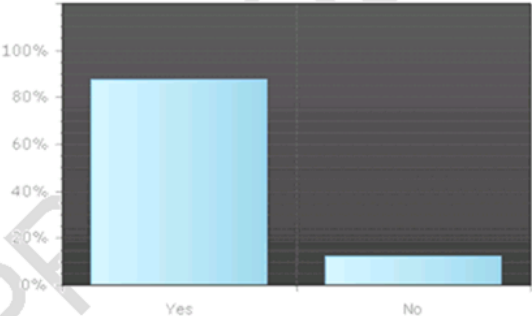
Wellington City Council | 3 of 8

Proposed Site Plan:



## Submissions

Category Name: 5-TR 73-18 Rodney Street - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 40
Total number of points: 40

Response field Number and Name: 5-TR 73-18 Rodney Street - EV Charging Station, At All Times		
Question: Do you agree with this proposal?		
Total number of responses:40		
Decision Sought	Number of submitters who selected this option	%
Yes	35	87.50%
No	5	12.50%
<p>5-TR 73-18 Rodney Street - EV Charging Station, At All Times</p> 		
Submitters for this question		
<p><b>No</b></p> <p><b>18 - John Robertson:</b> I am writing to express my objection to the EV Charging Station, At All Times on Rodney Street. While I am supportive of electric vehicles and emerging technologies to reduce emissions and dependence on foreign oil I am concerned with the impact that the EV</p>		

charging station will have on parking and congestion in the street. Rodney Street already very heavily populated with parked cars in the evenings and the weekends. The proposed car parks that will be dedicated for EVs will force existing vehicles that currently make use of these car parks to find alternative parking elsewhere on the street. This will increase parking further along the street and will cause increased congestion as cars are required to give way to cars coming from the other direction. As the current proprietor of the garage on the encroachment opposite 10 Rodney Street we often have vehicles parking opposite our garage. This makes it difficult to get the car out of the garage. The particular difficulty is when the street is busy with parked vehicles. When vehicles are parked on both sides of the street it is particularly dangerous when reversing out of the garage as it limits the ability to see what is coming down the street from the south. From the other direction it is not possible to see what is coming up from down the street due to the corner. This is a concern every time we exit the garage. I expect this will get worse with dedicated parks for an EV charging station. Additionally an EV charging station will attract additional vehicles from EV owners from adjoining streets to park on the street which will cause increased congestion in the street. I am concerned that the street will end up like Garden Road where vehicles are required to take extreme care and at times reverse up or down the street when using the street due to the number of cars parked on the side of a street that was not designed to have cars parked on it. If Wellington City Council intends to instal an EV Charging Station on Rodney Street I would like to see actions taken to mitigate the impact that parked cars has on traffic flow on the street and the safety and ability of people to get in and out of existing off street car parking. I propose that Wellington City Council limit parking on Rodney Street to the side of the street with the proposed charging station. Kind Regards, John Robertson

**Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly

can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington
<p><b>No</b></p> <p><b>69 - Richard Blows:</b> I support the proposal for on street EV Charging Stations - but believe the Council should consider relocating the charging station to the unused area (currently grassed) on the corner of Rodney St. and Sydenham St. Benefits of relocation: - this area is not currently used and would provide a communal off-street area for charging. -this location would potentially serve a greater number of residents being at the 'T' intersection of Sydenham and Rodney Streets. - the area could easily be expanded to include 4 charging stations - if future demand exceeds the proposed 2 charging stations. - is not far from proposed location outside No 7 Rodney St. and would probably tap into the same 'Existing Power Pole' highlighted by the blue dot in the accompanying TR 78-18 Traffic Resolution Plan. - would not consume any existing road parking places which would become more of a premium under the proposed EV-Charging Station location outside 7 Rodney St. thanks for the consultation opportunity. regards Richard</p>
<p><b>Yes</b></p> <p><b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>Yes</b></p> <p><b>113 - Nicole Rush:</b> I fully support the addition of a charging station on Rodney St, and believe it will be a great addition for those residents who want to be environmentally conscious and have the option of owning an electric vehicle.</p>
<p><b>Yes</b></p> <p><b>143 - Jared van der Hilst:</b> This is the charging station we would likely use. Having a charging station like this will encourage and enable us to purchase an electric car as we have no garage in which to use a wall charger.</p>
<p><b>Yes</b></p> <p><b>150 - Dany Hovinga:</b> We agree an electric charging station should be installed at this location.</p>
<p><b>No</b></p> <p><b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.</p>
<p><b>Yes</b></p> <p><b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b></p> <p><b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b></p> <p><b>227 - Russell Clarke:</b></p>

**Officer's Comments:**

Two nearby residents have applied in writing agreeing they would purchase an electric vehicle if a station is installed at this location. The substitution of two carparks from general use to electric vehicles only, therefore should not adversely increase car parking pressure in the manner that has been objected to. Proposals for other locations would not be cost effective or safe.

PREVIOUS REPORT

Wellington City Council | 8 of 8

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

**Reference:** TR 74 – 18

**Location:** Boundary Road - Kelburn

**Proposal:** Electric Vehicle Charging Station, residents parking.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles and users shall pay for the electricity they consume. The existing residents parking restriction (Monday to Friday, 8:00am - 6:00pm) is to remain for the electric vehicle parking spaces. Therefore, electric vehicles will need to display a residents parking permit during weekdays but not on evenings and weekends.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Boundary Road</b>	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm	West side, commencing 132.5 metres north of its intersection with Upland Road and extending in a northerly direction following the western kerbline for 37 metres.

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

Column One	Column Two	Column Three
<b>Boundary Road</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	West side, commencing 132.5 metres north of its intersection with Upland Road (Grid coordinates X= 1,747,431.000 m Y= 5,427,892.980 m) and extending in a northerly direction following the western kerbline for 11.2 metres.

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

Column One	Column Two	Column Three
<b>Boundary Road</b>	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm	West side, commencing 143.7 metres north of its intersection with Upland Road (Grid coordinates X= 1,747,431.000 m Y= 5,427,892.980 m) and extending in a northerly direction following the western kerbline for 25.8 metres.

Wellington City Council | 2 of 9

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

PREVIOUS REPORT

**WCC Contact:**

Sigurd Magnusson  
**Sustainability Advisor**

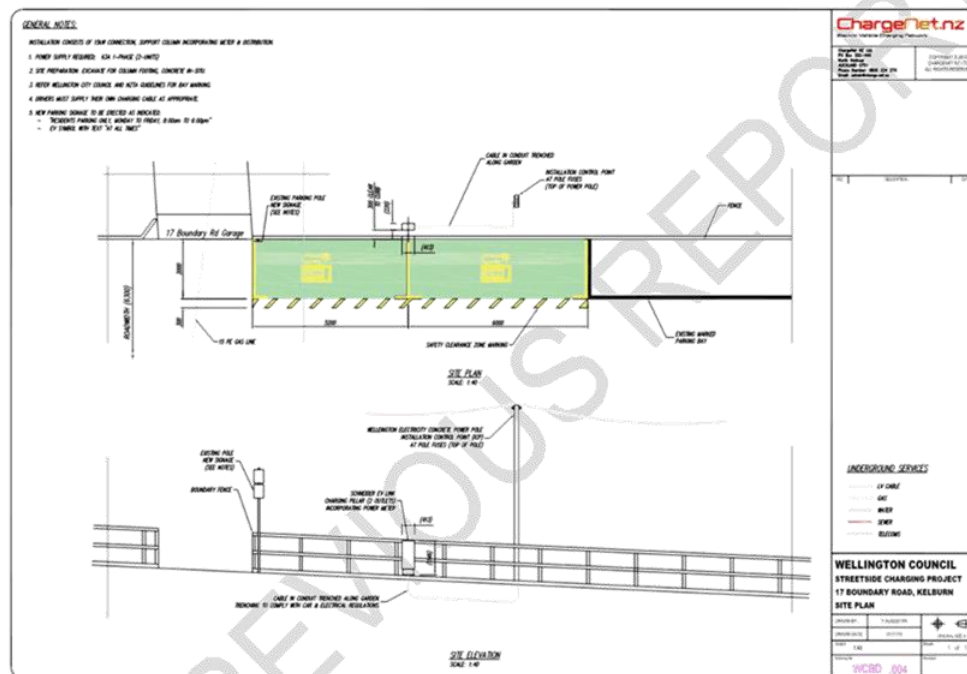
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Wellington City Council | 3 of 9

Traffic Resolution Plan:

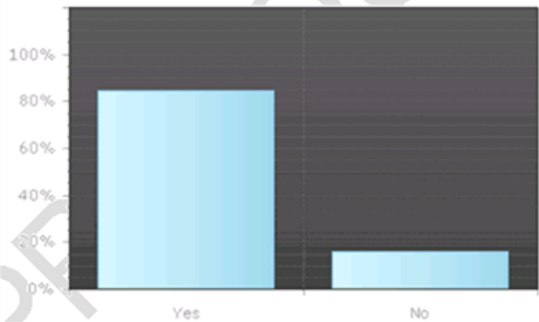


Proposed Site Plan:



## Submissions

Category Name: 6-TR 74-18 Boundary Road - EV Charging Station, Residents Parking
Overview of Category:
Total number of submitters: 39
Total number of points: 39

Response field Number and Name: 7-TR 74-18 Boundary Road - EV Charging Station, Residents Parking		
Question: Do you agree with this proposal?		
Total number of responses:39		
Decision Sought	Number of submitters who selected this option	%
Yes	32	84.21%
No	6	15.79%
<p>7-TR 74-18 Boundary Road - EV Charging Station, Residents Parking</p>  <p>Submitters for this question</p> <p><b>No</b>  <b>24 - Francis Luketina:</b> 1. There is pressure on the available parking in Boundary Road. We have outsiders parking in the street. The garages in the upper part of Boundary Road are mostly owned or rented by people who do not live in the street. For nearly 18 months, the</p>		

Wellington City Council | 6 of 9

pressure on parking has been exacerbated by construction employees working on the Kelburn Normal School redevelopment. It looks like that will continue for perhaps another 6 months. 2. Assigning parks to electric vehicles will only make matters worse. 3. There are few EVs around. Until there are more, advantaging EVs will mean disadvantaging other vehicles. 4. The other EV parks in the suburbs seem to be seldom used - e.g. those at Zealandia. 5. I can't think of a solution - how to provide for charging a very small number of EVs, without disadvantaging the majority, until such time as when the number of EVs justify this intervention? THE GARAGES IN BOUNDARY ROAD 6. A separate issue is the state of the garages in upper Boundary Road - almost all cheaply constructed, are in a state of disrepair, and are unsightly. One of them is mine, and I intend to rebuild it. I am not sure what can be done about the others. The situation is not straightforward, as the land under the garages is leased from the Council. 7. The use of these garages is another issue. They should be used to reduce pressure on local parking, but this is generally not the case. I mentioned above that they are mostly owned or rented by people who do not live in the street. This includes one person who uses his garage to work on an excessively noisy 'boy racer' car, sometimes late at night. Other garages are used as storage, and, on a couple of occasions, garages have been used to strip down stolen cars.

**Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to

the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**133 - Sarah Stevenson:**

I am very much in support of installation of an EV

Charger and associated parking restrictions. Central Wellington streets, with their limited off-street parking, pose a significant barrier to uptake of EVs. I drive 50km each way to work and would dearly love to do my bit for climate change mitigation, but with nowhere to charge a car at night, I can't do so.

The Productivity Commission's report on transitioning to a low carbon economy confirmed our emissions profile is unusual in that transport is a major contributor of emissions, because of our ageing vehicle fleet and geography (long and thin with long trips). My commute to Kapiti every day is consistent with that observation - how wonderful if it could be done in an EV!

**No**

**151 - Clive Thorp:** The EV charging station location proposed is at the end of a narrow dead-end, sloping road, not easy for non-residents to park in. This stretch of road is inadequate already for the number of cars used by residents of the street who have no, or not enough, garaging, and some have to park every night in Mariri Road. To withdraw two parking spaces from here is to condemn people who already walk up to 150 metres down a zigzag to a significantly longer walk from Mariri Road. It is clear from documentation that other Kelburn residents who may obtain EVs soon will be expected to visit Boundary Road to use this EV charging station. For most of Kelburn, this is out of the way and access is awkward. For a trial, it is desirable that as many as possible can access the EV charging station as easily as possible - this is the only one in Kelburn, for around 800 houses, many with no off street parking. I am in favour of the Council trialling EV charging stations. For the purposes of the trial, my concern is where they are. I think they should be accessible by a 'community of interest' for the purpose of a trial, which this is, and not designed to favour 'first movers' over and above, in this case, about 10 households relying on parking access in our street, for example. Better located, pilot EV charging stations would be more likely to attract interest and the thought from others also to try an EV. For example, in Kowhai Road, next to no. 118, a school building is being rebuilt. The existing drive-in access is redundant. No current resident parking in this street would lose out if WCC put a diagonal twin EV parking station there. Equally, on the corner of St Michael's Crescent and Upland Road, where in the past the library bus visited, the Council has marked out one taxi stand. There is room here for an EV charging station for two cars, with no loss to residents. I have never seen a taxi here, and the EV charging need is for an overnight requirement: a taxi could still stand there during the day. Both of these locations are relatively central to many dwellings with no off street 'at home' parking, with a short walk home two or three times a week for charging surely not much to ask of someone benefitting from a 'free' trial. In Boundary Road, of the 19 dwellings, 8 have a road reserve garage, and four have 'at home' garages. If road reserve garages are not used overnight, but their cars are displaced to street EV charging stations, the existing stress on parking space will be substantially increased. The current Boundary Road applicant has such a garage. I believe the Council needs to have a better developed plan for the evolution of uptake of suburban 'off property' EV charging than what is proposed. People with road reserve garages should in my view not qualify under the current proposal to trigger a charging station, but could well be assisted by the Council to have power installed in their garage. There is such a garage in Boundary Road. I think that for the trial the Council should be very careful how it in effect allocates a form of 'property right' to the early movers for an EV. Having one close by will add to property values if the Council's predictions about future uptake of EVs transpires. Why allocate this advantage to the people well enough off to afford to have an EV now? Most such families will be better off than most, because most will require two cars, given the current low range of EVs. Placing trial EV charging stations on 'neutral territory', in either of the two locations I have suggested, would give

<p>Council time to think harder about how payment for the inevitable extra stations will occur. The trial ones, if in 'neutral territory', may remain a kind of benefit for residents in general. But if take up becomes widespread, a payment for EV charging installations will surely be required (effected through 'smart charging' not yet widely installed in EVs). Had several residents of Boundary Road been interested in this trial, from whatever property, my submission would remain as it is. I think that there are many tricky community and financial issues that will flow from progressive 'free' (apart from power and parking costs) installation of suburban EV charging stations that have not been considered. Without slowing things down for that reason, a 'neutral' central location for the first such station in each suburb would seem a way forward now. Otherwise, without greater thought about the ramifications of this initiative, I fear the Council will produce inequities among residents that could be avoided. Already the proposal shows itself to be contentious, simply because it removes two parking spaces from an already crowded street, and allocates a preferred, 'reserved' space for whoever has an EV. Thank you</p>	
<b>No</b>	<p><b>152 - William Forster:</b> I don't think Boundary Road is suitable for this initiative because it becomes so narrow at the proposed point that residents routinely back out rather than try to turn around at the end. There is no real turning provision at the end and it is difficult (perhaps impossible in many cases) to turn. This is bound to cause confusion and trouble for people visiting for the EV charger. The rubbish trucks have great trouble getting to the end of Boundary Road and out again, and this would be exacerbated by people not used to turning in their mirrors, letting out passenger side passengers first and generally making as much room as possible.</p>
<b>No</b>	<p><b>199 - Cate Buyck:</b> EV charging stations provided by the council should be available to all users ie either provided in areas without residents parking or should that not be available locally the spaces reserved for charging electric vehicles should have the residents only restriction removed so they are available to anyone with an electric vehicle.</p>
<b>Yes</b>	<p><b>210 - Fiona Calderwood:</b></p>
<b>Yes</b>	<p><b>220 - Ron Hutchison:</b></p>
<b>Yes</b>	<p><b>227 - Russell Clarke:</b></p>

**Officer's Comments:**

Over 20 homes in this street or within a ~100m walk lack off street parking, providing good long term demand. Given limited parking in the area the EV car parks will be restricted to residents only. =

The suggestion to supply electricity to a specific garage is problematic in that it would not enable as many to benefit versus installing a charger in the street. Suggestions for other locations in the suburb (e.g. outside Kelburn school) could serve those in the community well, but would be beyond the convenient walking distance for EV owners in Boundary Roads and Mariri Roads. This trial is focussed on selecting locations where we have short term confidence of EV uptake so that we can measure usage.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 75 – 18  
**Location:** Holloway Road - Brooklyn  
**Proposal:** Electric Vehicle Charging Station, at all times.  
**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

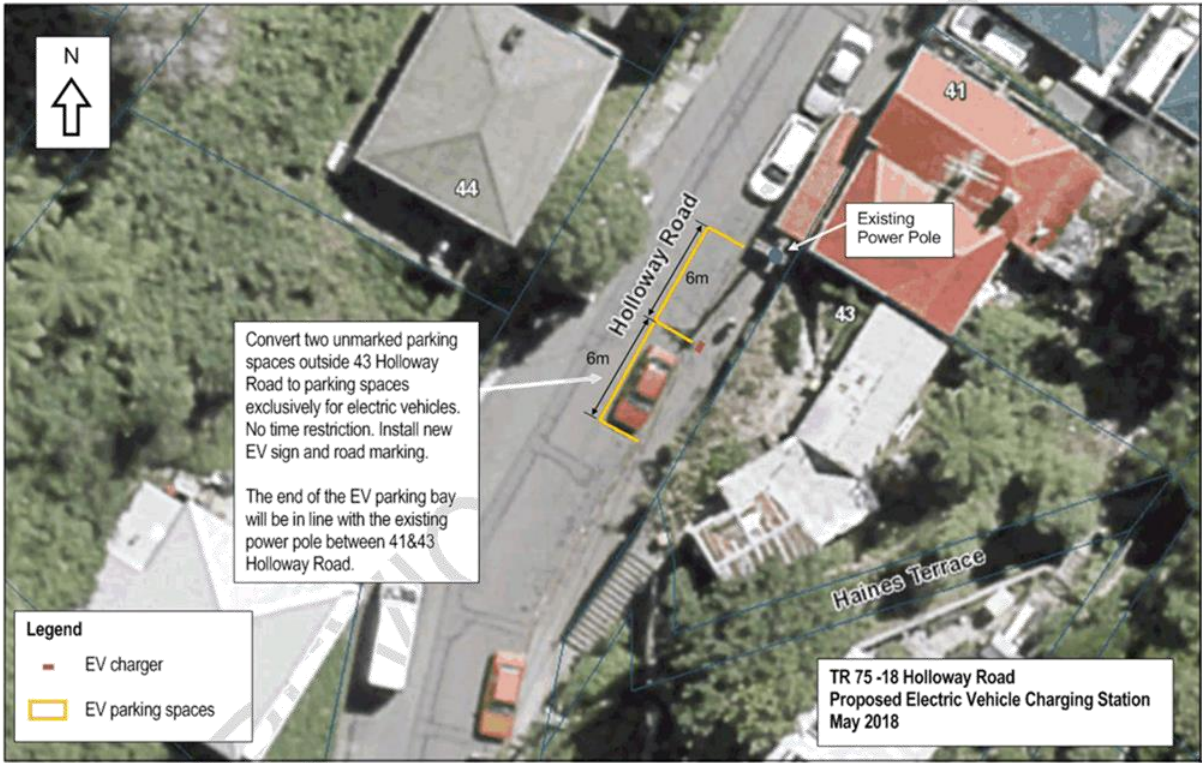
- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 13 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

Wellington City Council | 1 of 10

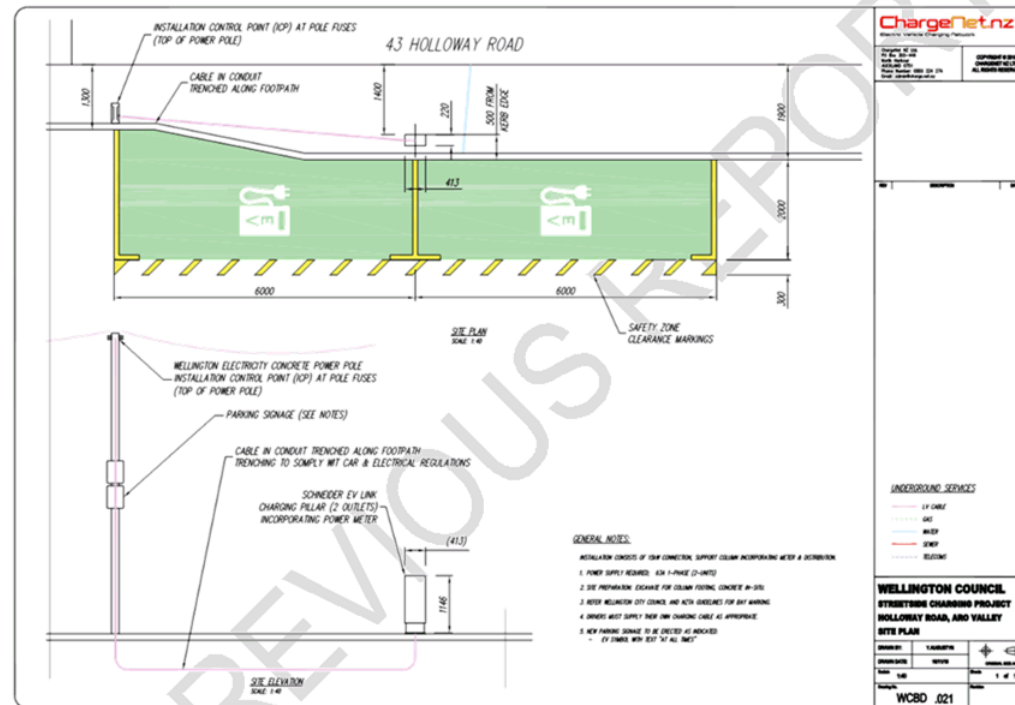
**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule***Column One****Holloway Road****Column Two**Parking place in the form  
of electric vehicles only  
parking, at all times.**Column Three**East side, commencing 279.5 metres  
south of its intersection with Raroa  
Road (Grid coordinates  
X= 1,747,454.500 m  
Y= 5,427,170.630 m) and extending  
in a southerly direction following the  
eastern kerbline for 12.0 metres.Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)**WCC Contact:**Sigurd Magnusson  
Sustainability AdvisorWellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Wellington City Council | 2 of 10

Traffic Resolution Plan:



Proposed Site Plan:



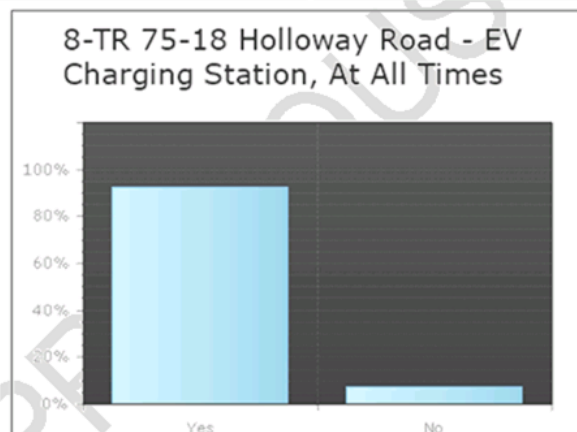
Wellington City Council | 4 of 10

## Submissions

<b>Category Name:</b> 7-TR 75-18 Holloway Road - EV Charging Station, At All Times
<b>Overview of Category:</b>
<b>Total number of submitters:</b> 41
<b>Total number of points:</b> 41

<b>Response field Number and Name:</b> 8-TR 75-18 Holloway Road - EV Charging Station, At All Times
<b>Question:</b> Do you agree with this proposal?
<b>Total number of responses:</b> 42

Decision Sought	Number of submitters who selected this option	%
Yes	38	90.5%
No	4	9.5%



<b>Submitters for this question</b>
<b>Yes</b> 7 - Vicki McKnight: I comit to purchasing an EV if an EV charger is installed in Holloway Rd
<b>Yes</b> 33 - Daniel Warsaw: As an EV owner and Wellington citizen, I am fully in support of the

WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**96 - Elizabeth Yeaman:** I have lived in Holloway Road for over 25 years. The only thing preventing me from having already purchased an EV is that I cannot charge it at home or close to home. The closest place I could charge is at the rapid charger on Vivian Street, which is 2 km from my house. There are often queues of EVs there waiting to charge at the times I would be able to charge when away from home, which makes owning an EV significantly less appealing. As soon as the go ahead is given for the Holloway Road charger, I will purchase an EV which will fully replace our current petrol car (which I will sell). Our family of four adults walks, cycles and uses public transport. However these do not meet all of our transport needs, and we need a one car between the four drivers in my household (me, my husband and our two adult sons). It will be great to meet all our transport needs in the most sustainable way we can. Consequently I strongly agree with the proposal to provide on-street charging in Holloway Road.

**Yes**

**175 - Martin Wilson:** 1. EVs use NZ's plentiful hydro power, do not emit exhaust, and are silent. This reduces toxic, dirty and noisy pollution in our city. 2. Reducing emissions assists in achieving WCC emissions commitments and climate goals. Transport comprises about 40% of

NZ's emissions and is a good target for reductions. 3. Affordable EVs are a recent technology shift; and WCC can support that shift, can support the uptake of this preferred technology. 4. Wgtn's environmental reputation is enhanced as emissions-reducing facilities are provided. Wellington then becomes a preferred destination for the right people. 5. Please could this station include bicycle charging? Having an outlet and somewhere to chain one or two bikes could be a very good start. Lots of neighbours up the steps and hill would love a proper cycle parking facility where they can chain up and leave their bikes, rather than carrying them (or not carrying them) up some of Wgtn's best tracks. If the bicycle parking shelter on Grey St works well, we'd like one. 6. We are under some parking pressure here; but so are all car parks, everywhere near the city. There are tools to assist local residents with that, such as Resident Parking; and, that is a different issue, an issue that is not caused by one charging station, and an issue that should not halt changes. 7. Reducing the number of private vehicles on our streets helps to alleviate parking. The disposal of my three various older vehicles in exchange for one EV van will initially leave the numbers of parking spaces in the immediate vicinity of this charging station completely neutral. 8. For those who think they might be giving up space, selfish self-interests can override civic or environmental responsibilities. Society's planners weigh up those interests and make decisions that have the best overall utility. 9. Roads are a facility managed by WCC, and WCC does a lot of transport, and city, research and planning. WCC actively intervenes to support preferred modes of transport, and it is appropriate to do so. This is a very minor intervention, but sends a clear signal, and assists with the technology shift. 10. Please ensure you measure the parking space(s) to the north of any painted lines. There should be the right size space for one, or two, vehicles. Painting lines that create 1.5 parks to the north would raise the ire of many locals (unless, of course, you devote this space to bicycles!). 11. Did I mention that a covered bike park with charging would be really popular?

**Yes**

**187 - Ingrid Downey:** Parking is difficult for residents in Bruce Ave. During the 27 years since I first moved to this street, I have seen more and more pressure being placed on the availability of parking spaces, with additional dwellings and an increase in the number of multi-car households having occurred. In recent times we have noticed that now parks are regularly taken up by car-owners from beyond our immediate neighbourhood. It is now at the point where even during weekdays, there are few available parks. As a single-car household, we regularly have to park some distance down the road, and not infrequently have to park some distance up Helen Street. Taking two carparks (the premium parks for residents along our path) out of circulation, for exclusive use for EVs will only increase the pressure on parking and most likely those parks will be empty for much of the time. Those carparks will also not be available for use by tradespeople if they are working in houses along the street. There also will be a greater likelihood that cars will end up parked in locations that make it difficult for other vehicles or emergency services to pass.

**No**

**191 - Katherine Ivory:** Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Morningside Road.

**Yes**

**193 - Odessa Owens:** I tried to do this submission on my phone, but I don't think it went through. Apologies if you receive this twice. My comment was something like: It's awesome WCC are taking the initiative to support alternative transport. We'd love one in our neighbourhood! (YIMBY - yes in my backyard).

**Yes**

**210 - Fiona Calderwood:**

**Yes**

**220 - Ron Hutchison:**

Yes

227 - Russell Clarke:

No - Josephine McLean, Holloway Rd.

My objection is as the affected party. I received no information on the proposal. I was shown a brochure and wrote a couple of emails. You were aware of the fact I wish to speak at the hearing - unless the choice of position as near my streetfront private residence is changed. I offered an alternative and stressed I am an advocate for change to electric vehicles. I attach pictures showing alternative site. The choice suits the use proposed as it is not well used by residents and is not near off street parking whereas my site has a garage and my immediate neighbour has offstreet parking. The electricity is easily available at the site at the start of Holloway Road and the position has good road clearance. There will be less problems and no changes required to facilitate the implementation. The choice of that site will be good because most people know it and many use it already, casually, who are not associated to the street. One public use will be being exchanged for another. You agreed that my site may not suit me but stressed there are no risks from electric chargers and I queried this saying this is a new idea and a trial set up. You agreed the technology is new. You evidenced increasing take up and your own. I stressed I am not against the cars quite the reverse and asked a thorough look at the street and its shape and parking be carried out. My objection is only to the choice of position. I said I have contacted Heritage New Zealand about this choice.

WCC Heritage policy is clear - a desire to enhance and assist in maintaining heritage properties. 41 Holloway Road is the recorded site - Heritage NZ records - of the grandest house in the street. Work vehicles need to be able to park near the site and work is going to be started in earnest next year. Costs are not cheap and delays due to inability to find suitable parking will increase costs. I require WCC support in undertaking such ongoing works and I consider the removal of two parks permanently here an obstacle to being able to gain property access during the week, particularly given the use of the street by workers. You suggested electric vehicle use take up will reduce pressures as petrol vehicles will be removed. Did you also mean the removal of cars on the street with out of street stickers? A resident nearby to such cars pointed out 2 such cars that are undriven although are with proper paperwork - someone arrives periodically on a motor scooter to turn over the engine. People do not complain. Records show past issues with central and local government whereby Holloway Road was deemed unfit for purpose. The university was earmarked to take over the street to assist in slum area cleansing. Houses were not allowed to be upgraded. The family in my house were strong and proud as were many residents. Eventually the street and residents were left alone. You may have support for your plan to electrify motoring. You must also take into account the rights of those whose habit it is to avoid stating their view. You know mine. I believe it is reasoned and based on a desire to do what is best for the house and the street. You will check my submission and confirm. You will meet with me. This week I have a bereavement. You suggest next Friday. The hearing date is unknown and may be early next year. You will give me a month notice. You received several emails from me. You only need 2 car parks. The parking is required for 10 hour charging sessions. There are other sites in the road. I suggested where the road commences because I have my own garage and my neighbour to my left has offstreet parking. Long discussion around electric car benefits - you know first hand. I had already been looking into purchasing a Nissan Leaf. My husband a lawyer knows how to go about paperwork required for importing from Japan. Cost factor is still too high unless 2nd hand, around \$10,000 you said you paid and have owned your Nissan 3 years with only tyre replacement and checkup that showed up nothing required. Very cheap running around 39 cents km. At present Jacinda doing nothing to reduce petrol costs. I am planning on purchasing an electric car as I have the means and am retired. I drive mostly around town. You said most ev's run as far as Masterton and Foxton before needing a recharge. I said the technology is advancing and when it has the costs will reduce along with uptake. You have had several requests from residents. There are people committed to the purchase making it more feasible to have Holloway Road as a charging

point. You only need 2 people requiring parks to implement. This creates a non parking situation for other non electric vehicles in an already tight position. There is no parking on one side of the street there and throughout. Households versus parking spaces is out of sync. Parking spaces in that part of Holloway Road with more dense housing are of a limited number made fewer by the yellow lines spanning much of the road and needed to create better thoroughfare in a narrow street. On file at council I am told by a former councillor is record of waste removal company complaints. Emergency services issues with the street exist and have been reported along with fire service issues over towaways from residences of cars before service vehicles can get out of the centre of the road and let residents through. You know my fire fears - this was my first for the house as it is full of dry timber and is two storied and with streetfront verandah. Fire service has had parking issues in the street (Stuff April 2018). The same fireman driving to the fire researched car fires and reported "fireballs" and unquenchable fires and cars blowing up. Batteries are the problem. Access is another. I would like more answers on the technology behind evs and where it is at present, from your experts. Most ev's here are used imports - new being beyond the average car user. The older the battery the more the risk. The replacement is quite expensive I am told. You said nothing goes wrong with the cars, only tyres in yours so far, 3 years on. That is good to know. The cost to refuel at a commercial site such as the ones you plan to install is cheap but requires a long episode of 10 hours. That is a very restricted use of a single purpose use car space. That constitutes private use only almost. I can install in my garage my own single day/night use charging point. I have no need for the charger so object partially to the proposal? I object to any form of commercialism near my residence. I have asked for records giving the number of vehicles registered to HR. This may take up to 6 week. I asked you for the same record and you refused saying I had asked NZTA.

Parking needs to be provided for any commercial enterprise under Resource Management Act. Residential parking rights exist. Are you removing these? You cannot remove (8 - 10hrs at a time), parking for residents so as to supply parking for specific use public and non residents. The non resident 8 - 10 hr use parking is an existing problem at the start of the street. This problem has not been addressed. Removing 2 parks at that site for a commercial operation, or public use charging has no affect as no residents live nearby. All parking spaces are in use all the time. My site is always full unquestionably. I object to any further parking strain being placed at the site put forward. You said it is not near my property but next door to the right. I am the nearest resident. My streetfront former shop and house with attached garage is the most affected property. The power lines are right over the verandah. The lamppost is less than a metre from the house. The risks exist. Parking reduction is unjustified. Parking use of the type recommended undermines existing parking rights. A count of available parks and a tally of cars registered to the street will give an idea of parking required. A count of residences will show how many households there are but will not show who requires a park. Registrations will. WCC street inspection will show cars parked at the start of the street. Details could be taken. I have taken down some. By evening these cars not near owner residences leave freeing up parking but not in the daytime when service vehicles arrive to find no parking. The use of the site for overnight parking is well suited. I have taken the time to thoroughly look into your proposal. At the start of the road below house number one there is an Ian Athfield restored property, that is up a steep driveway with no other houses. There is a small playground nearby. Across the road from here is an area of greenery and a monument is nearby. This is the most suitable spot according to the former councillor I consulted on this recently. I have photographed the general area - see red car attached. I said to you I had spoken with a person familiar with the street layout and usage issues including parking, that already exist. He was in charge of a large and difficult roading project some time ago and he knows well how the street works and would be best managed. I suggested removing parks from other end of road - less narrow, less houses, less demand although the ideal position is near a transmission unit, where office workers take up all the parking between 7.30am and 6pm (when the area consisting of both sides of the road empties). Residents would be better served if the street was Residents Only parking but this is not yet the case. Meanwhile why not deter this unwanted use of the street by

a group of people who are unwilling to pay for parking, from being here, and supply the street with a service that is of benefit to everyone?

**Officer Comments:**

Four written applicants to date shows strong support and likely good utilisation at this location. Location midway along street is selected in part so it serves residents up and down within a reasonable walking distance.

The electric vehicle only car parks do not extend in front of the one household within the street that has objected; that household has on-street parking plus a garage that could be used to park their vehicle. (Other objectors are outside this street).

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 76 – 18  
**Location:** Epuni Street – Aro Valley  
**Proposal:** Electric Vehicle Charging Station, residents parking.  
**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume. New residents parking restriction (Monday to Friday, 8:00am - 6:00pm) will be introduced for the electric vehicle parking spaces. Therefore, electric vehicles will need to display a residents parking permit during weekdays but not on evenings and weekends.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

### Key Dates:

- 1) Advertisement in the Dominion Post Newspaper. 26 June 2018
- 2) Feedback period closes. 13 July 2018
- 3) If no objections received, report sent to City Strategy Committee for approval. 13 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

Wellington City Council | 1 of 7

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Epuni Street</b>	<i>Parking place in the form of electric vehicles only parking. At all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.</i>	<i>West side, commencing 198.7 metres south of its intersection with Aro Street (Grid coordinates X= 1,747,877.190 m Y= 5,426,956.140 m) and extending in a southerly direction following the western kerbline for 12.0 metres.</i>

Prepared By: Charles Kingsford  
 Approved By: Steve Spence  
 Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
 (Chief Advisor, Transport & Infrastructure)

**WCC Contact:**

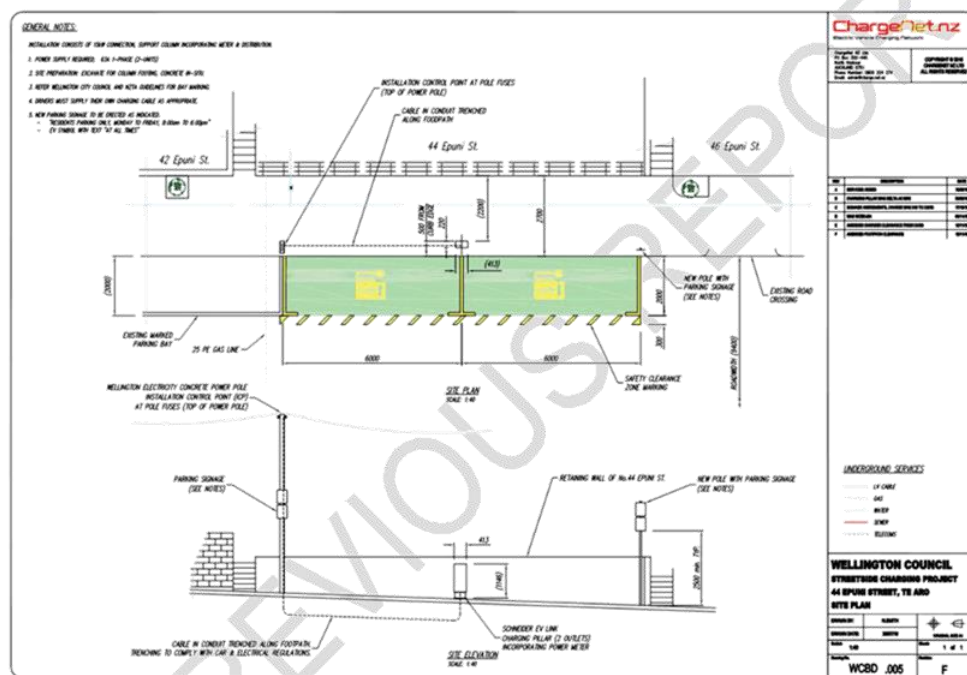
Sigurd Magnusson  
 Sustainability Advisor

Wellington City Council  
 101 Wakefield Street / PO Box 2199,  
 Wellington  
 Phone: +64 4 803 8697  
 Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:

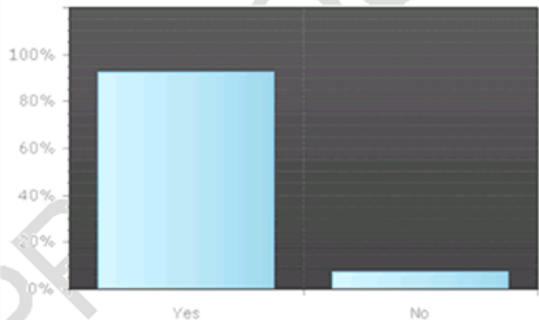


## Proposed Site Plan



## Proposed Site Plan

Category Name:	8-TR 76-18 Epuni Street - EV Charging Station, Residents Parking
Overview of Category:	
Total number of submitters:	42
Total number of points:	42

Response field Number and Name: 9-TR 76-18 Epuni Street - EV Charging Station, Residents Parking											
Question: Do you agree with the proposal?											
Total number of responses:42											
Decision Sought	Number of submitters who selected this option	%									
Yes	38	92.68%									
No	3	7.32%									
<p>9-TR 76-18 Epuni Street - EV Charging Station, Residents Parking</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>38</td> <td>92.68%</td> </tr> <tr> <td>No</td> <td>3</td> <td>7.32%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	38	92.68%	No	3	7.32%
Decision Sought	Number of submitters	Percentage									
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No	3	7.32%									
Submitters for this question											
<p><b>Yes</b></p> <p><b>10 - Liz Banas:</b> We are looking to purchase an EV in the next few months and do not have off street parking for charging. This is the location we would most likely charge an EV. We're in a 'chicken and egg' situation where we do not have a close charging station, which is delaying our</p>											

Wellington City Council | 5 of 7

purchase of an EV. The more options there are for people to charge EVs will mean there is one significant issue resolved for those people who can not charge vehicles at home, so I fully support there being a much larger suite of options available for EV charging in Wellington.	
<b>Yes</b>	<b>32 - Toby Larmer:</b> The Epuni St location is perfect for city fringe charging - especially considering the limited parking spaces available the length of the adjacent Aro Street.
<b>Yes</b>	<b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.
<b>Yes</b>	<b>35 - Andrew Dalziel:</b> Brilliant concept, long over due. EVs and bikes/cargo bikes powered by renewable energy need incentives in NZ. We are already behind 8 ball, and need incentives to help with the uptake. This is a solid way to make it easier for those in a city which is geographically challenged, and many houses have no off street access. It would be good too if, in the early days you may the charging facility 'free' providing even more incentive to make the change.
<b>Yes</b>	<b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington
<b>Yes</b>	<b>53 - Simon Cartwright:</b> Excellent idea. I was considering buying a fully electric car, but was concerned about leaving a cable across a public footpath, especially at night.
<b>Yes</b>	<b>55 - Ian Sharp:</b> Yes, I'm in full support. I'm out of the country going to the Thai/Burma border

from July 6th-22nd and won't have internet/email access or phone coverage. Myself and my wife Teresa Sharp are the directors of Pipelines To Freedom Limited that own 44 Epuni Street.
<b>Yes</b> <b>73 - John Ong:</b> This will be a fantastic amenity for the community on Epuni Street and will undoubtedly encourage a number of residents (most of whom do not have off-street parking) to use an electric vehicle. It is also possible that extension of the residents parking zone may also help take a little bit of pressure off the existing residents parking zone(s) on the street.
<b>Yes</b> <b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).
<b>Yes</b> <b>96 - Elizabeth Yeaman:</b> I own a rental property in Aro Street close to Epuni Street, and my tenants are keen to purchase an EV but have no off-street parking where they can charge. I also regularly see EVs parked overnight in Aro Street in residents parking areas. I am aware of many other people in Aro Valley who would buy EVs should residential on-street charging be available. I am also supporting the charger in Holloway Road in the Aro Valley as I am a resident there and intend to buy an EV if charging were available, and I would charge in Holloway Road. Having a charger in Epuni Street will help meet the high demand for on-street charging in the area for residents. Consequently I strongly agree with the proposal to provide EV charging in residents parking areas in Epuni Street.
<b>No</b> <b>199 - Cate Buyck:</b> EV charging stations provided by the council should be available to all users ie either provided in areas without residents parking or should that not be available locally the spaces reserved for charging electric vehicles should have the residents only restriction removed so they are available to anyone with an electric vehicle.
<b>Yes</b> <b>210 - Fiona Calderwood:</b>
<b>Yes</b> <b>220 - Ron Hutchison:</b>
<b>Yes</b> <b>227 - Russell Clarke:</b>

**Officer Comments:**

Of the submissions from residents in this street, there was only support and no objections.

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

**Reference:** TR 81 – 18

**Location:** Miramar North Road – Miramar

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper. 26 June 2018
- 2) Feedback period closes. 13 July 2018
- 3) If no objections received, report sent to City Strategy Committee for approval. 13 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

Wellington City Council | 1 of 6

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

**Legal Description:**

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

Column One	Column Two	Column Three
<b>Miramar North Road</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 118.0 metres west of its intersection with Weka Street (Grid coordinates X= 1,752,815.370 m Y= 5,426,064.540 m) and extending in a south-westerly direction following the western kerbline for 12.0 metres (2 parallel parking spaces).

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

**WCC Contact:**

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

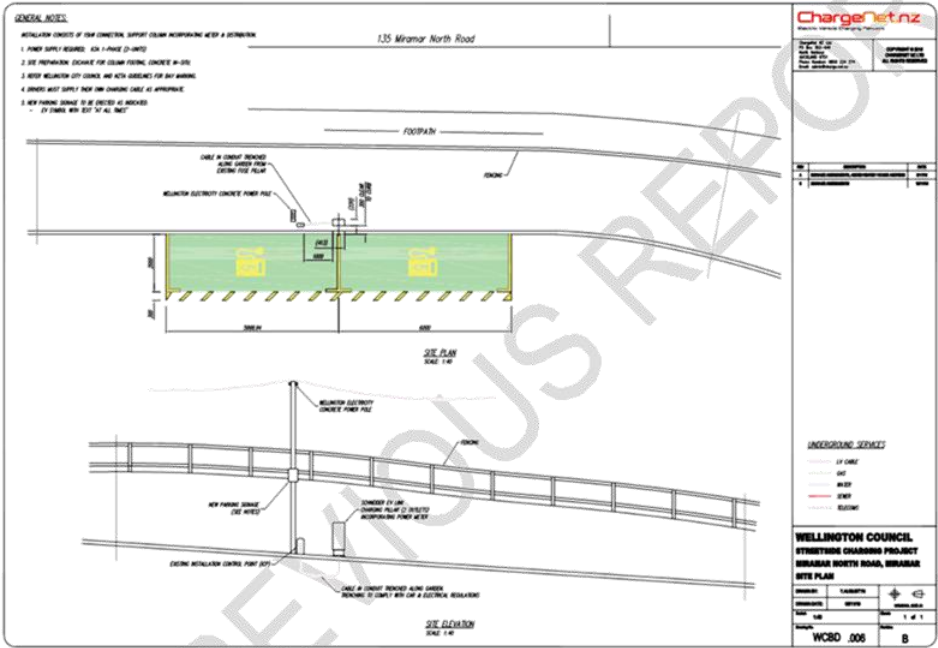
Wellington City Council | 2 of 6

Traffic Resolution Plan:



Wellington City Council | 3 of 6

Proposed Site Plan:

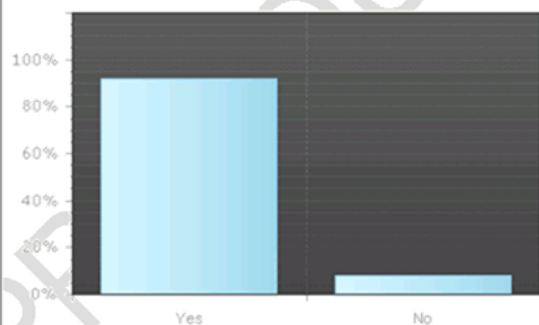


**Proposed Site Plan:**

Category Name:	13-TR 81-18 Miramar North Road - EV Charging Station, At All Times
Overview of Category:	
Total number of submitters:	38
Total number of points:	38

Response field Number and Name: 13-TR 81-18 Miramar North Road - EV Charging Station, At All Times		
Question: Do you agree with this proposal?		
Total number of responses:38		
Decision Sought	Number of submitters who selected this option	%
Yes	35	92.11%
No	3	7.89%

13-TR 81-18 Miramar North Road -  
EV Charging Station, At All Times

**Submitters for this question****Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

<p><b>Yes</b> <b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b> <b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>No</b> <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.</p>
<p><b>Yes</b> <b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b> <b>211 - Alice Hume:</b> I can confirm that we support the proposed location and installation of the charging station.</p>
<p><b>Yes</b> <b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b> <b>227 - Russell Clarke:</b></p>

**Officer Comments:**

Of the submissions from residents in this street, there was only support and no objections.

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

**Reference:** TR 84 – 18

**Location:** Hornsey Road - Melrose

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

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

#### Column One

**Hornsey Road**

#### Column Two

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

#### Column Three

West side, commencing 232.5 metres north of its intersection with Houghton Bay Road (Grid coordinates X= 1,749,537.670 m Y= 5,422,854.280 m) and extending in a northerly direction following the western kerbline for 11.2 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

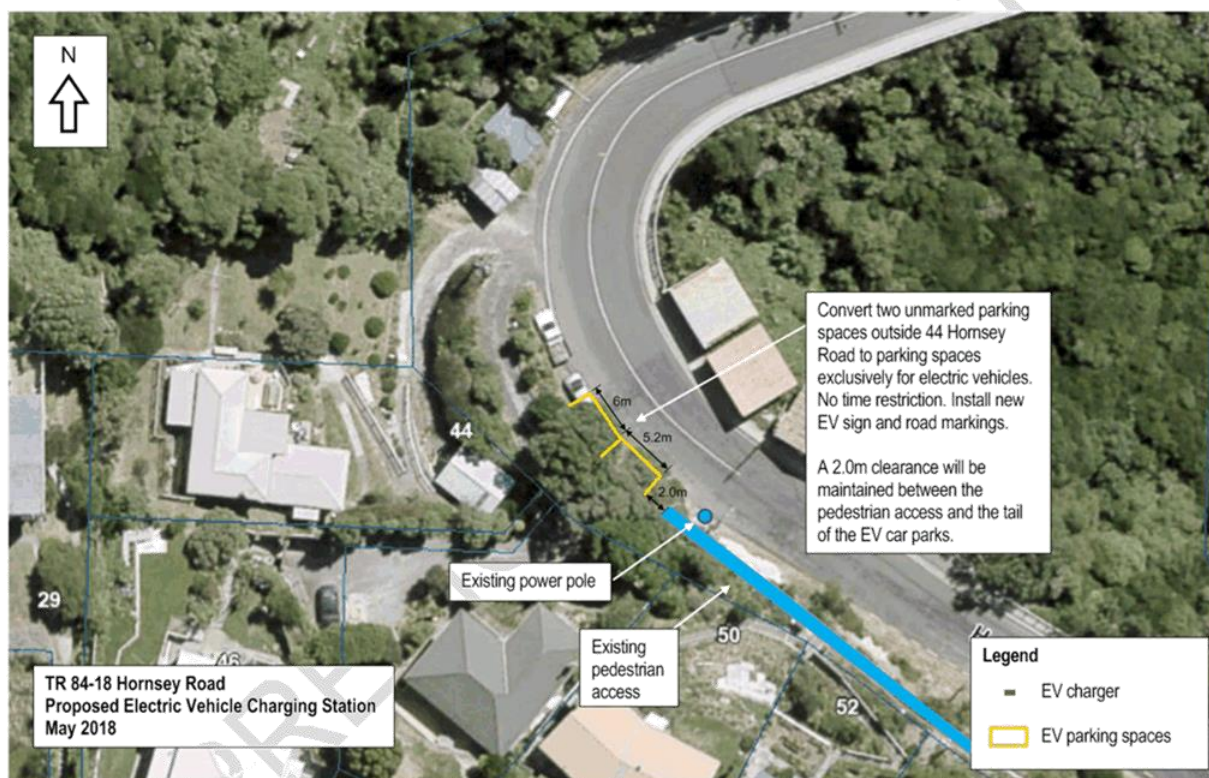
#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Wellington City Council | 2 of 8

Traffic Resolution Plan:

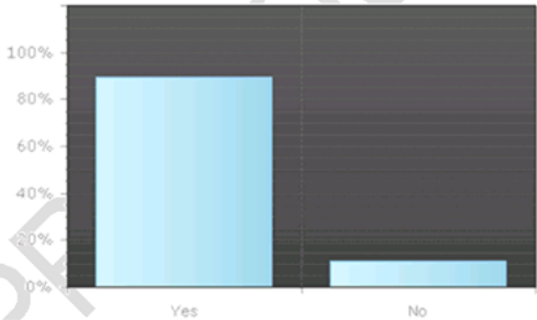


Wellington City Council | 3 of 8



## Submissions

Category Name:	16-TR 84-18 Hornsey Road - EV Charging Station, At All Times
Overview of Category:	
Total number of submitters:	37
Total number of points:	37

Response field Number and Name: 16-TR 84-18 Hornsey Road - EV Charging Station, At All Times		
Question: Do you agree with this proposal?		
Total number of responses:37		
Decision Sought	Number of submitters who selected this option	%
Yes	33	89.19%
No	4	10.81%
<p>16-TR 84-18 Hornsey Road - EV Charging Station, At All Times</p> 		
Submitters for this question		
<p><b>No</b></p> <p><b>1 - Greg Lydon:</b> I support the concept but not the position of the two car parks or that they are exclusive to electric cars only. The car park is too close to the pedestrian walkway. This is where cars park to unload groceries, furniture , building and gardening supplies. When our</p>		

elderly parents visit - this is where we park to let them have easy access to the walkway. At this stage there are no electric cars in our neighbourhood. Until such time as one is purchased the two car parks would remain empty and fines/enforcement penalties would occur which would cause unnecessary resentment and traffic issues as car parks are scarce especially when someone has a children's party. My proposed solution is that only 1 carpark is installed and it is not next to the walkway and it is a shared car park until someone buys an electric car.

**Yes**

**26 - Kenneth and Mirandaa Munro:** This is a movement into the future that will benefit the community. Because of the geographical characteristics of Wellington some parts of some streets have no access to home sourced charging and this is an impediment to reducing petrol and diesel emissions for the whole city and meeting carbon goals. Most vehicles will use a charger a limited amount of times a week and this means that two spaces will meet the needs for 20 or more cars which covers future growth in purchase. A beneficial side effect is that this will encourage neighbourhood resilience as people will feel more secure knowing others can identify their car when it is charging or know which owner to contact if waiting for a position. There are also easy social media ways of managing this.

**Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to

the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**No**

**118 - Rachael Neumann:** In principal I agree with EV charging stations especially for those living with no access to a garage for charging. My concern with the proposed charging station on Hornsey Road is the limited parking available in the current circumstances. Currently the on road parking in the area of the proposed EV charging station is at capacity. There are now instances where people are parking on the yellow lines due to the lack of road side parking. To remove two parks permanently for EV charging stations will increase the pressure on the already limited parking spaces available in the local area. Most people are required to park on the road in this area due to housing being pedestrian access only. Currently there are no people living within our parking area with an electric car so two spaces seems excessive. Solutions I propose are: Start with only one charging station car park. As electric cars use increases, consider a second park. Remove some of the yellow lines on the side of the road where the EV stations are proposed to increase the limited parking in the area. This would still be safe for road users and is already occurring. Release more local council land for the building of off road car parks that locals could buy or lease to free up on road side parking. Kind regards Rachael Neumann

**Yes**

**145 - Niki Partsch:** This submission comes from a family of three working adults K, N and M. Our family owns three vehicles, one petrol car, one petrol scooter and a diesel ute. K and N would like to have the opportunity to replace our petrol guzzler with an electric car. The only reason we haven't is because access to charging is a major problem. There are 42 steps up from the road to our house. Parking is possible only across the road or 50 plus metres further along on the same side. Why? Firstly, zero emissions is our goal. We also like the idea of less vehicle maintenance and lower weekly running costs. Secondly, we would like to normalise EV use in our immediate neighbourhood and beyond. We have some influence within our community particularly amongst Maori and Pasifika. K is originally from Samoa. He is well known amongst the local Samoan community and has been involved with Rugby at Rongotai College for almost ten years. K driving an electric car would certainly be a talking point within this community. He would be a strong advocate and poster boy for clean energy vehicles. N is Maori and has good connections to wider Maori groups and immediate community. Owning and using an electric car is important for the future of clean energy. Walking the walk is more effective than just talking the talk. We could just move house? Moving to a place where we can charge our Ev's is a solution for us but does not benefit our neighbourhood in terms of EV charging. We would like to be part of a grassroots move to zero emissions. Speaking with many of our lovely neighbours has encouraged us to proceed because everyone I have spoken to has been very supportive of the idea. Next Generation! For years we have been considering the benefits of zero emissions and we believe that it would be hugely beneficial to the Hornsey Road community to have a charging station available for all to use. M is 21. He supports low or zero emission and is very interested in lower fuel costs. He is interested in having an electric bike or scooter for travelling around in the immediate area. Replacing his diesel ute with an electric vehicle which has the same capabilities is a goal. There at least a dozen children and teens living within two minutes walk of the proposed site for our charging station. If their parents take up the option of Evs because of this opportunity then perhaps many of these children will choose EV's as their own first vehicles.

**No**

**191 - Katherine Ivory:** Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.

**Yes**

**210 - Fiona Calderwood:**

Yes 220 - Ron Hutchison:
Yes 227 - Russell Clarke:

**Officer Comments:**

Two nearby residents have applied in writing agreeing they would purchase an electric vehicle if a station is installed at this location. The substitution of two car parks from general use to electric vehicles only, therefore should not adversely increase car parking pressure in the manner that has been objected to.

PREVIOUS REPORT

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

**Reference:** TR 85 – 18

**Location:** Jackson Street – Island Bay

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper. 26 June 2018
- 2) Feedback period closes. 13 July 2018
- 3) If no objections received, report sent to City Strategy Committee for approval. 13 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

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

#### Column One

**Jackson Street**

#### Column Two

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

#### Column Three

South side, commencing 418.6 metres east of its intersection with Melbourne Street (Grid coordinates X= 1,748,655.420 m Y= 5,423,111.060 m) and extending in a north-easterly direction following the southern kerbline for 11.2 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

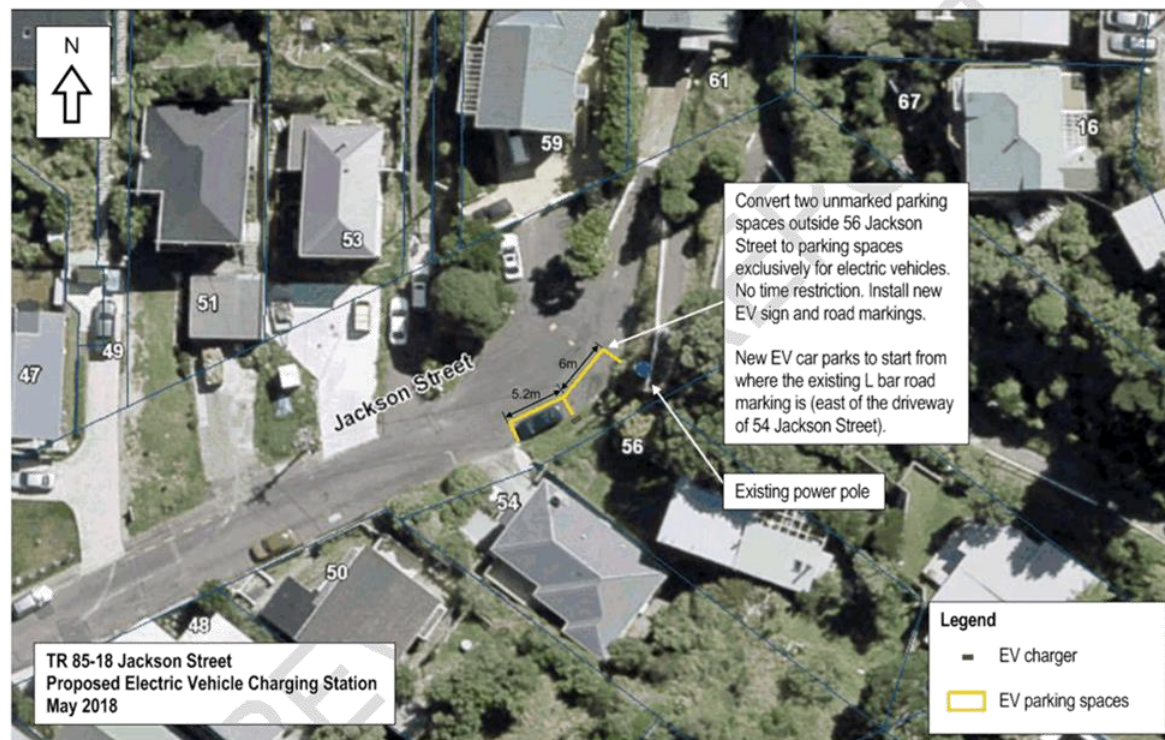
#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
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Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

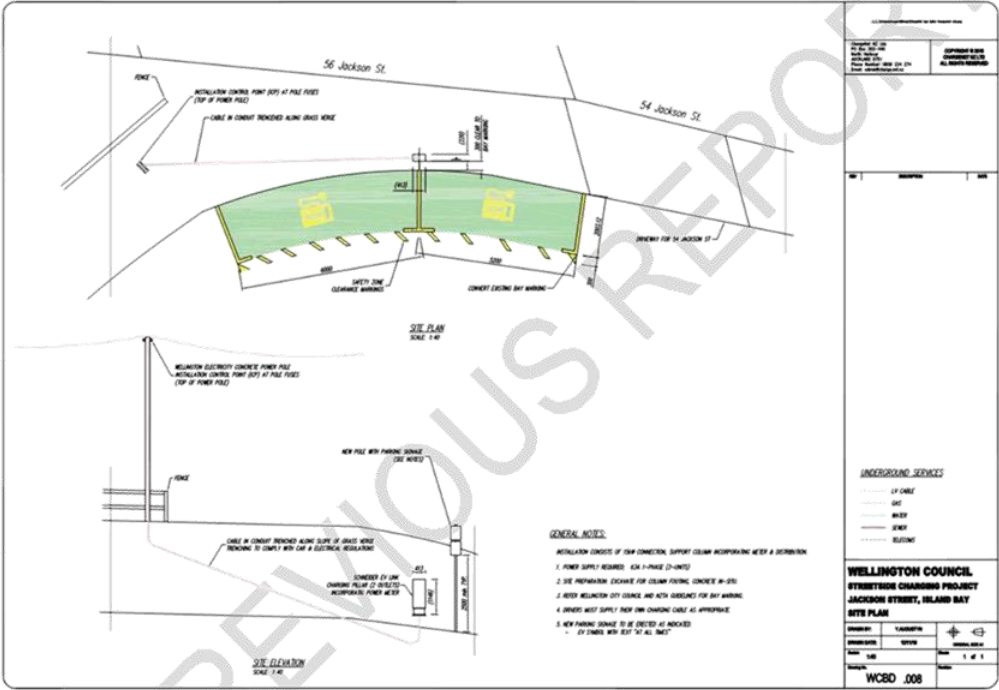
Wellington City Council | 2 of 8

Traffic Resolution Plan:



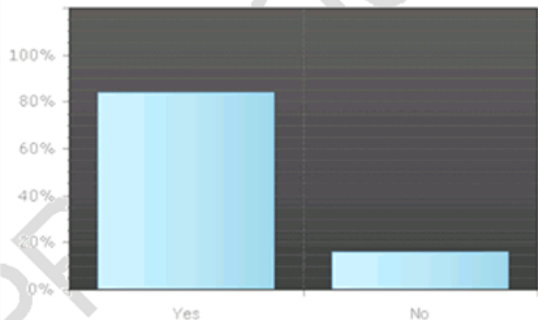
Wellington City Council | 3 of 8

Proposed Site Plan:



## Submissions

Category Name:	17-TR 85-18 Jackson Street - EV Charging Station, At All Times
Overview of Category:	
Total number of submitters:	44
Total number of points:	44

Response field Number and Name: 17-TR 85-18 Jackson Street - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:44											
Decision Sought	Number of submitters who selected this option	%									
Yes	37	84.09%									
No	7	15.91%									
<p>17-TR 85-18 Jackson Street - EV Charging Station, At All Times</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>37</td> <td>84.09%</td> </tr> <tr> <td>No</td> <td>7</td> <td>15.91%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	37	84.09%	No	7	15.91%
Decision Sought	Number of submitters	Percentage									
Yes	37	84.09%									
No	7	15.91%									
Submitters for this question											
<b>Yes</b> <b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas											

with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**No**

**64 - Jenny Austin:** We agree in principle to sustainable initiatives promoted by the Council. In the twenty years that we have been residents of Jackson Street we have witnessed the following: 1. a significant increase in the volume of vehicle traffic in Jackson Street 2. the contributing increase in parking restraints due to the increase in the volume of traffic 3. the restriction of vehicle access due to the increase in traffic movement and parking With the proposed installation of the charging station available to the public to the upper section of Jackson Street, our main concern is with additional increase in traffic volume, the lack of turn around space at the top of Jackson Street and with the impact on available parking, this could potentially contribute to the limited access to emergency service vehicles accessing Jackson Street, with catastrophic repercussions. We would also like to highlight that Jackson Street is a 'dead end' street with limited 'turn around' space outside number 56. Before a final decision is made, we would like to recommend that the Council carry out a full traffic audit review of vehicle movement, volume, access and parking which will evidence our concerns, prior to the installation of a public Electric Vehicle Charging Station outside 56 Jackson Street.

**No**

**65 - Sarah Wright:** Has anyone been up Jackson Street - it's a cray pot at the best of times. What happens when emergency services need to get up there, it's already choked with cars. I highly doubt everyone can suddenly afford to upgrade to EVs in a hurry. Surely the convenience factor of linking it with an EV station on Melbourne Road is out weighed by the common sense factor of the inconvenience to everyone who resides up the road. Although judging by the nonsense that is the Island Bay cycle way and how terrible to entire road, including road surface is now the council actually don't really care about the residents, just how they're seen to be 'progressive and sustainable and green'. I bus to work and am rightly fearful getting off the bus

at the Dee St bus stop after work as I step into the cycle way and 50% of the time a cyclist is coming at me. Fix the drainage systems, fix the roads, fix the stuff that's already broken and falling into disrepair. Put your EV stations into sensible places. Do proper investigations before you rip roads up and cost the ratepayers millions, then 'whoops, maybe that wasn't so well planned'

**No**

**70 - Ben Peacey:** I don't agree with this proposal because of the large number of vehicles parked on Jackson Street. There are number of flats within Jackson St with the tenants parking on both sides of Jackson Street which is narrow and uphill. Some dwellings have five or more vehicles which are parked on the street as such it is difficult to travel up and down the street, and difficult to get a park. If the Council was to develop a wider parking strategy to manage on-street parking and put in place no parking lines where the street is narrow and difficult to get through with parked cars on each side, I would be supportive of this great initiative. Given Council is proposing to put two EV parks on Melbourne St, it is not infeasible for these parks to service the needs of people that own an EV in Jackson Street.

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**123 - Andrew Carey:** Our house at 49 Jackson Street is 100metres from where we can park on this street. My belief is that as we park a car on this street that by having a dedicated parking spot taken for this EV spot is no different than the status quo. Furthermore the residents at 55 Jackson who have committed and signed to have an EV also must also park on Jackson Street at this site also, so again no parking spots for this end of the street are taken away anyway. My belief is also that this position fulfils the goals of the scheme, - to provide charging facilities for those households that live a distance from their vehicle, and so are unable to charge. I have noticed that a great deal of other sites proposed have houses much closer to the street than those of 49 and 55 Jackson Street at least, which are 100m away. There is not even the possibility to do an emergency 30 min charge whilst being monitored with an extension chord for example as could be achieved at many houses that are adjacent to the vehicle, so the only solution for us in emergency would be to be towed. I would also like to say that the acceptance and installation of this facility would be promoted to many community members at my workplace, Wellington Girls' College, as this application process has been followed in interest by my 150 students, who have been completing NCEA standards on market failure and the UN Sustainable Development goals. (this facility and initiative relates to UN goals 7,8,9,11,13 14 & 15!!). Many of the staff are also closely watching this as the Board have judged that I am currently not allowed to charge at school as they see it is inequitable - that I would be using NZ Government funding (for school and education) on charging my EV. I have suggested that it would be a great educational outcome for students, and real life experiential witnessing of commitment to UN goals by the school - and this empowers education.. but they're not brave enough at this stage to accept that. We live in a terrible street currently to own an EV in because of the geography, and I very much hope to have this facility to share the knowledge and experiences with my networks. Lastly, in reference to potentially any negative responses from residents of this street (as it will be likely that if anyone is against it, they WILL write, rather than residents that don't really care not writing) I would suggest that if the comments are about parking spaces being taken up, that this is an incorrect assessment, for the reasons explained that 2 of us EV drivers from this end of the street have on street cars to park anyway, and these

spots will be for the EVs we own. If the comments are against for other reasons, then fair enough. Thanks for even having the chance to be considered! What a superb initiative!
<b>Yes</b> <b>124 - Katie Piper:</b> I believe that there is a need for a charging station on this street as there are households in this street that own electric cars. Supporting these households and other households in Island Bay in buying electric cars is important and I believe this is a good street to propose a charging station on.
<b>No</b> <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.
<b>No</b> <b>199 - Cate Buyck:</b> Again a more appropriate location would be somewhere more accessible to the majority of residents eg Adelaide road (near Wakefield park)
<b>Yes</b> <b>210 - Fiona Calderwood:</b>
<b>Yes</b> <b>220 - Ron Hutchison:</b>
<b>Yes</b> <b>227 - Russell Clarke:</b>

**Officer Comments:**

Two nearby residents have applied in writing agreeing they would purchase an electric vehicle if a station is installed at this location (one has now proceeded with a purchase). The substitution of two existing carparks from general use to electric vehicles only, therefore should not adversely increase car parking pressure in the manner that has been objected to. If built, the station would help the numerous houses at the nearby 'zigzag' that lack car parking to be in a position to go electric. The proposed location at a grass bank prevents pedestrians from being affected by a charger in a footpath, and provides that no single homeowner has the carparks imposed on their frontage.

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

Reference: TR 86 – 18

Location: Melbourne Road – Island Bay

Proposal: Electric Vehicle Charging Station, at all times.

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

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

#### Column One

**Melbourne Road**

#### Column Two

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

#### Column Three

East side, commencing 34.2 metres south of its intersection with Dee Street (Grid coordinates X= 1,748,653.390 m Y= 5,423,157.080 m) and extending in a southerly direction following the eastern kerblane for 12.0 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

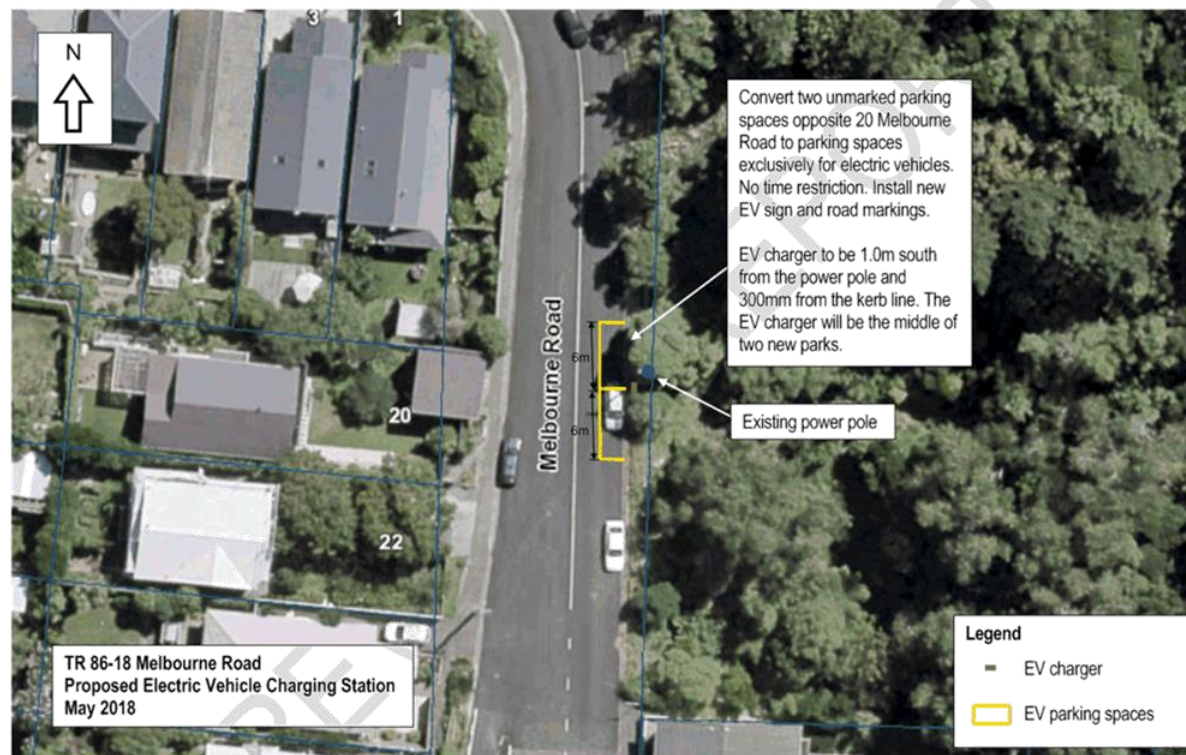
#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

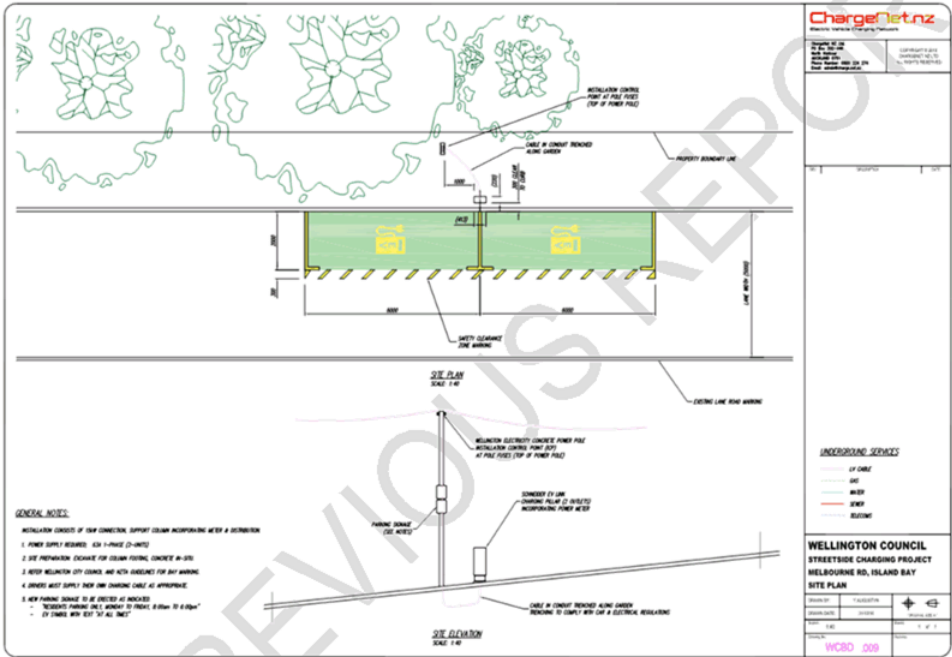
Wellington City Council | 2 of 7

Traffic Resolution Plan:



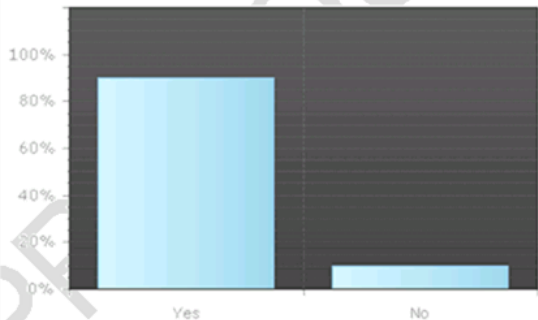
Wellington City Council | 3 of 7

Proposed Site Plan:



**Proposed Site Plan:**

Category Name:	18-TR 86-18 Melbourne Road - EV Charging Station, At All Times
Overview of Category:	
Total number of submitters:	40
Total number of points:	40

Response field Number and Name: 18-TR 86-18 Melbourne Road - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:40											
Decision Sought	Number of submitters who selected this option	%									
Yes	36	90.00%									
No	4	10.00%									
<p>18-TR 86-18 Melbourne Road - EV Charging Station, At All Times</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>36</td> <td>90.00%</td> </tr> <tr> <td>No</td> <td>4</td> <td>10.00%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	36	90.00%	No	4	10.00%
Decision Sought	Number of submitters	Percentage									
Yes	36	90.00%									
No	4	10.00%									
Submitters for this question											
<b>Yes</b> <b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas											

## PROPOSED TRAFFIC RESOLUTION

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

with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**70 - Ben Peacey:** Having EV parking locate on Melbourne Road makes a lot more sense than in Jackson Street. This part of Melbourne Road does not have parking issues, unlike Jackson Street. The location of the EV parks on the Council map is at the narrowest point of Melbourne Road and nearby the fork between the two aspects of Melbourne Road. Making sure the EV park location is not at the narrowest point limiting uphill traffic is necessary.

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**123 - Andrew Carey:** I prefer the site at 85-18 Jackson street as our house is 100 meters from the road here, but are in support of this site as a secondary option, even though it would be inconvenient of us as we would have to walk up and down from the height of 1 Volga road up above the national hockey stadium to retrieve vehicle after a charge period, whereas the vice verse for melbourne road residents would not be anywhere that distance or altitude.

**No**

**191 - Katherine Ivory:** Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.

Wellington City Council | 6 of 7

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**No**

**199 - Cate Buyck:** Again a more appropriate location would be somewhere more accessible to the majority of residents eg Adelaide road (near Wakefield park) More generally should this policy be carried out (and I have reservations about a number of aspects and think it remains unproven that the current approach will increase use of electric vehicles) it would seem more appropriate to ensure adequate equitable coverage across Wellington (2 on Coromandel street but none in Seatoun, Worser Bay or Strathmore?) It would also seem more appropriate to locate them in small parks or areas where residents/businesses will not be detrimentally affected (such as next to sports fields etc.) and where they will be perceived as freely available to all comers.

**Yes****210 - Fiona Calderwood:****Yes****220 - Ron Hutchison:****Yes****227 - Russell Clarke:****Officer Comments:**

Of the submissions from residents in this street, there was only support and no objections. Its position near a reserve avoids imposing on any property. Charging stations in this project have been positioned to be within walking distance of demand by written applicants.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 87 – 18

**Location:** Mersey Street – Island Bay

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks (WCC car park ID numbers 7262 & 7263) will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

1) Advertisement in the Dominion Post Newspaper.	26 June 2018
2) Feedback period closes.	13 July 2018
3) If no objections received, report sent to City Strategy Committee for approval.	13 December 2018
4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.	

Wellington City Council | 1 of 7

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule***Column One****Mersey Street****Column Two**

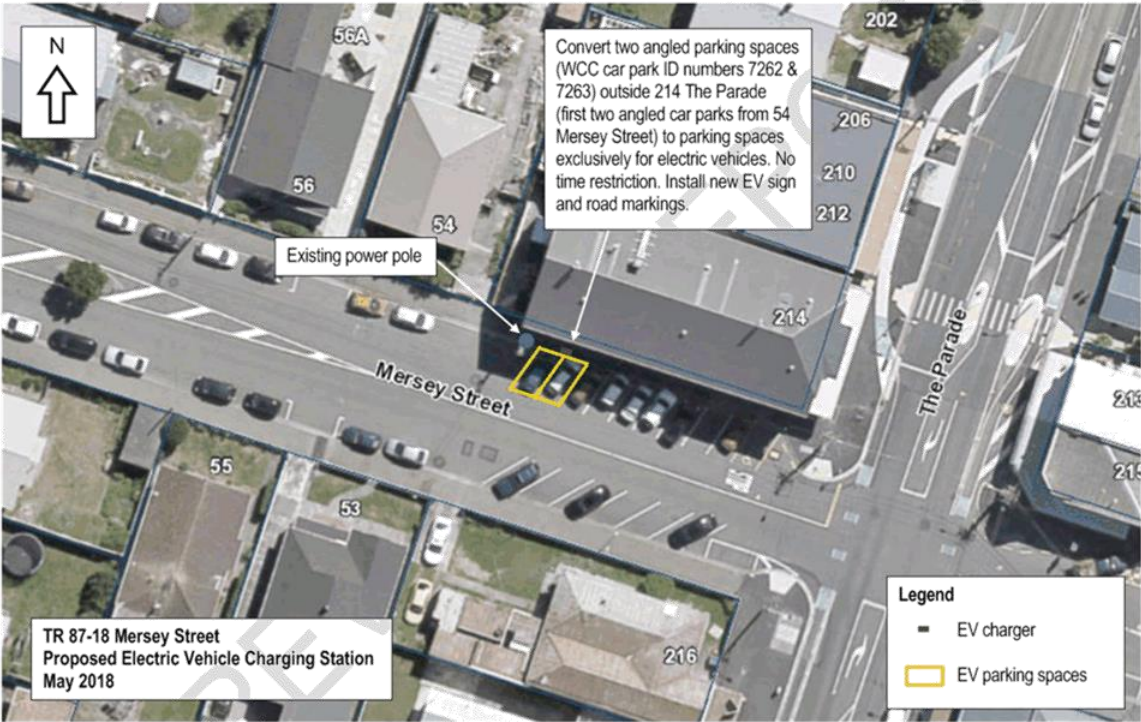
Parking place in the form of electric vehicles only parking, at all times.

**Column Three**

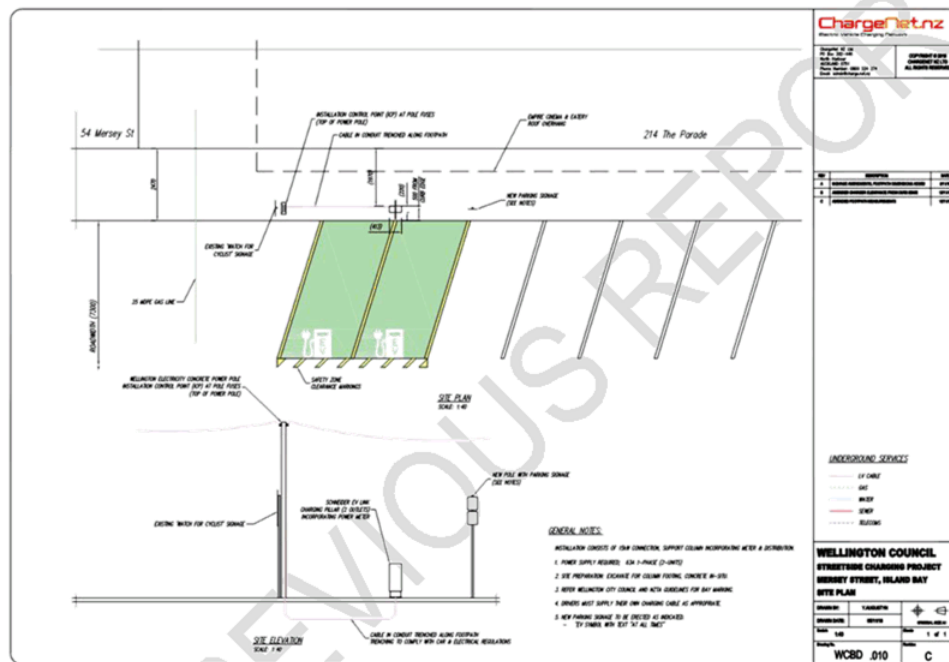
North side, commencing 29.5 metres west of its intersection with The Parade (Grid coordinates X= 1,748,316.160 m Y= 5,422,293.530 m) and extending in a westerly direction following the northern kerbline for 5.2 metres (2 angled car parks).

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)**WCC Contact:**Sigurd Magnusson  
Sustainability AdvisorWellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:



Proposed Site Plan:

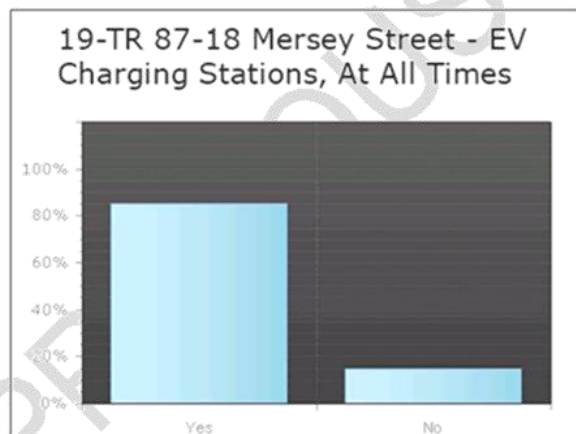


## Submissions:

Category Name:	19-TR 87-18 Mersey Street - EV Charging Stations, At All Times
Overview of Category:	
Total number of submitters:	40
Total number of points:	40

Response field Number and Name:	19-TR 87-18 Mersey Street - EV Charging Stations, At All Times
Question:	Do you agree with this proposal?
Total number of responses:	40

Decision Sought	Number of submitters who selected this option	%
Yes	34	85.00%
No	6	15.00%



### Submitters for this question

#### Yes

**6 - Scott Chambers:** This could be a great Island Bay community charger - good location.

#### No

**22 - Pat Vinaccia:** As the Owner of The Empire Cinema, I'm currently seeking a parking time

limit (180mins) on Mersey Street between the Parade and Derwent Street. People are driving their vehicles to this area and take the bus to work. In turn they leave their Vehicle all day- This is more of a problem on rainy days which is also generally a busy time for the cinema. It does affect the elderly and families who cannot get a park close by. I oppose the charging station because it also takes 2 more parks away for the general public.

**Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**No**

**174 - CLARE MCLAUGHLIN:** This street is extremely busy at all times due to patronage at the Empire Cinema as well as residents from other areas parking and catching the bus into town. I am unaware of any resident in this street owning an electric vehicle so wouldn't it be more practicable to put it in the street of the resident that requested it. Have you thought of locating the charging station in the local New World, organisations such as this enjoy the kudos of being part of an experiment such as this. If it is located in our street I hope you monitor its usage so that its not only for the benefit of a resident who is in the fortunate position of being able to afford an electric vehicle

No 191 - Katherine Ivory: Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.
No 199 - Cate Buyck: In this area there again is a lot of pressure on public parking to serve the neighbouring businesses exacerbated by parking changes on nearby streets. Again it seems to me that there is only a very small number of households without the ability to provide their own charging stations. It would seem more appropriate that such a charging station be placed in a more suitable location eg Reef street.
Yes 210 - Fiona Calderwood:
Yes 220 - Ron Hutchison:
Yes 227 - Russell Clarke:

**Officer's Comments:**

Objections that these parks for might constrain visiting the cinema ought be a short term issue; the parks are available to any electric vehicle owner, who could charge their car whilst watching a movie.

If found to be used by commuters taking the bus and working in town, a solution may be to later consult on and introduce a daytime time limit of several hours on the EV and potentially adjacent car parks.

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

**Reference:** TR 89 – 18

**Location:** Coromandel Street - Newtown

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper. 26 June 2018
- 2) Feedback period closes. 13 July 2018
- 3) If no objections received, report sent to City Strategy Committee for approval. 13 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Coromandel Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 19.8 metres north of its intersection with Wilson Street (Grid coordinates X= 1,749,515.430 m Y= 5,425,078.020 m) and extending in a northerly direction following the western kerbline for 12.0 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

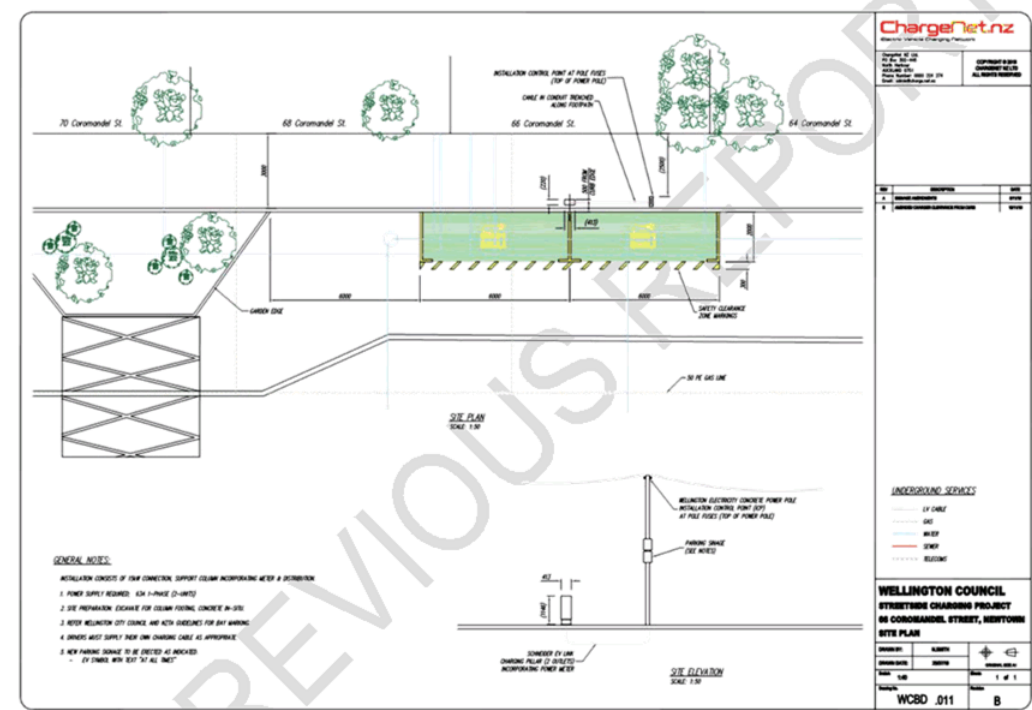
Wellington City Council | 2 of 8

Traffic Resolution Plan:



Wellington City Council | 3 of 8

Proposed Site Plan:

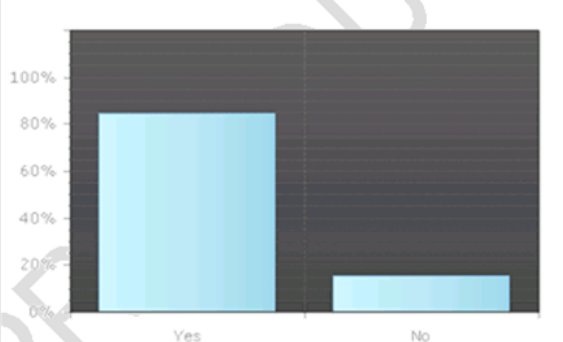


**Submissions:**

Category Name:	21-TR 89-18 Coromandel Street - EV Charging Station, At All Times
Overview of Category:	
Total number of submitters:	46
Total number of points:	47

Response field Number and Name: 21-TR 89-18 Coromandel Street - EV Charging Station, At All Times		
Question: Do you agree with this proposal?		
Total number of responses:46		
Decision Sought	Number of submitters who selected this option	%
Yes	39	84.78%
No	7	15.22%

### 21-TR 89-18 Coromandel Street - EV Charging Station, At All Times

**Submitters for this question****Yes**

**8 - Alison Eckford:** Newtown is an increasingly busy transport hub with traffic through to other suburbs and the hospital increasing congestion parking problems and emissions. Encouraging residents' and hospital workers' uptake of electric vehicles would be a positive step.

<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b></p> <p><b>62 - Peter Holmstead:</b> We are very keen to swap our petrol car for a fully electric vehicle. The nature of my job requires me to transport more than is possible using a bike. We also have elderly relatives who have disabilities and need to be driven to various appointments by car. Parking for those trips needs to be close to our house. Because we have no offstreet parking, a kerbside charging point is essential. It also allows friends with e-cars to use the charger while visiting us. Peter Holmstead and Sarah Scott</p>
<p><b>No</b></p> <p><b>72 - Jane Patterson:</b> I think electric vehicles are to be encouraged however i do not support these on-street charging stations. Newtown has a low proportion of off street parking and therefore on-street parking is under considerable pressure. to have several parks only available to electric vehicles is therefore unreasonable, particularly given that for the medium term there are likely to be very few EVs in the area. A better option would be to partner with other agencies such as petrol stations for a supply of slow charge charging facilities. that will not frustrate residents with other than EVs. These charging stations under this proposal would be de facto free designated 'residents parking' for EVs.</p>
<p><b>Yes</b></p> <p><b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to</p>

the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).
<b>Yes</b> <b>108 - David Payton:</b> Strongly endorse efforts to get areas like Newtown as part of the transition to a lower carbon economy and society. So I strongly support efforts like this that give a clear signal that Newtown, Wellington and the country as a whole understand where the future for a sustainable climate friendly country.
<b>No</b> <b>129 - Greg Nicholls:</b> Parking is already terrible in Coromandel Street because of hospital people parking in the street. Please don't locate charging stations in Coromandel Street as it will take away more parks that are desperately needed by people living in the street. Use the off street carpark by the shops in Wilson Street or somewhere else. Or do something about hospital parking.
<b>Yes</b> <b>182 - Ben Sutherland:</b> residents only
<b>No</b> <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.
<b>Yes</b> <b>203 - Elizabeth &amp; Eugenie Wycherley:</b> Positive move for the neighbourhood.
<b>Yes</b> <b>204 - Mary Foley:</b> Happy for E-car charging point to be fitted outside No 66 Coromandel St.
<b>Yes</b> <b>205 - Kerry &amp; John Finnigan &amp; Crompton:</b> There may need to be a time restraint on the parks concerned, if there are a number of EV cars in the area.
<b>Yes</b> <b>210 - Fiona Calderwood:</b>
<b>Yes</b> <b>220 - Ron Hutchison:</b>
<b>Yes</b> <b>227 - Russell Clarke:</b>
<b>No</b> <b>232 - Tania Absalom:</b> We write in regards to the proposed traffic resolution for Coromandel Street and wish to express our <u>objection</u> to this proposal. <b>Observations</b> There are approximately 28 off-street parks on the Street. In this area there are approximately 20 different residences, some having multiple flats(i.e.number3). Of these 20-odd residences, atleast 12 residences have no off-street parking. Many of these residences have multiple persons living at their address. Let's say 20 residences have 2 vehicles each, the street is already at a deficit for parking. Of the residences located on the street, there are at least 23 vehicles belonging to residents alone- none of these which are electric! It is not unreasonable that these residents should be able to park in their own street. If anything, this street needs allocated "residents parking", not electric parking stations.

I drive to my local gym at approximately 5.35am each morning and return home before heading to work. If I do not return to the street before 6.55am, it is near impossible to get a park in my street until approximately 3.30pm in an afternoon.

In observing traffic movements in our street between the hours of 6.50am-9.30am weekdays, staff from Ewart Hospital and Wellington Hospital can be seen driving up and down the street looking for carparks. There is also a childcare facility, SPCA and many walking and biking tracks which attract additional traffic. On Saturdays, there is also a fruit and vegetable market held at Newtown School and market goers also park their vehicles in our street. As a resident, and a ratepayer, this is extremely frustrating. We reside at 7 Coromandel Street, Newtown. We have been ratepayers for this property for six years and resided here for four years. During this time, there has always been limited parking available for residents in the street. For the purpose of this letter, "the street" refers to Coromandel Street to the northern side of Mein Street (i.e. 22-6 and 17-1) and is identified in red below.

#### **Proposed Solution**

Note at the eastern end of Mein Street, there is a walkway leading up into the town belt. Has the Council considered cutting into this land and installing the electric parking stations there (refer to red arrow in diagram below)?

#### **Conclusion**

It is clear from this data that hospital staff parking in the street has a large impact already on parking in this street. The addition of electric charging stations will impact this further. Due to the above reasons and observations, we strongly object to the proposed traffic resolution TR90-18 for Coromandel Street due to the limited number of available spaces already available for residents.

Whilst we are not against electric charging stations generally, we hope that the above information will be taken into consideration. Further, we invite the Council Members to sit and observe the traffic movements in our street so that they can see for themselves the issues already present around parking availability.

#### **Officer's Comments:**

Parking in Newtown is at a premium: it has the highest concentration of homes (over 3000 units) lacking off-street parking, and thus the largest number of properties that are unable to conveniently transition to electric cars. This makes it a focus for the trial.

The location has been selected due to the owner giving permission for two car parks being EV Only outside their house; objectors are not as directly affected by its location.

The intent of this and other proposals is that locals will substitute their fossil fuel cars with electric cars, and in doing so, congestion should be no worse. As one objector noted, there are significant numbers of homes lacking off-street parking near this location, which suggests good probable demand for the facility here beyond the initial applicant.

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

**Reference:** TR 91 – 18

**Location:** Wright Street – Mount Cook

**Proposal:** Electric Vehicle Charging Station, residents parking.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume. New residents parking restriction (Monday to Friday, 8:00am - 6:00pm) will be introduced for the electric vehicle parking spaces. Therefore, electric vehicles will need to display a residents parking permit during weekdays but not on evenings and weekends.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received report, sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

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

#### Column One

##### Wright Street

#### Column Two

Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.

#### Column Three

East side, commencing 86.5 metres south of its intersection with Carrington Street (Grid coordinates X= 1,748,511.250 m Y= 5,425,720.380 m) and extending in a southerly direction following the eastern kerbline for 13.8 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

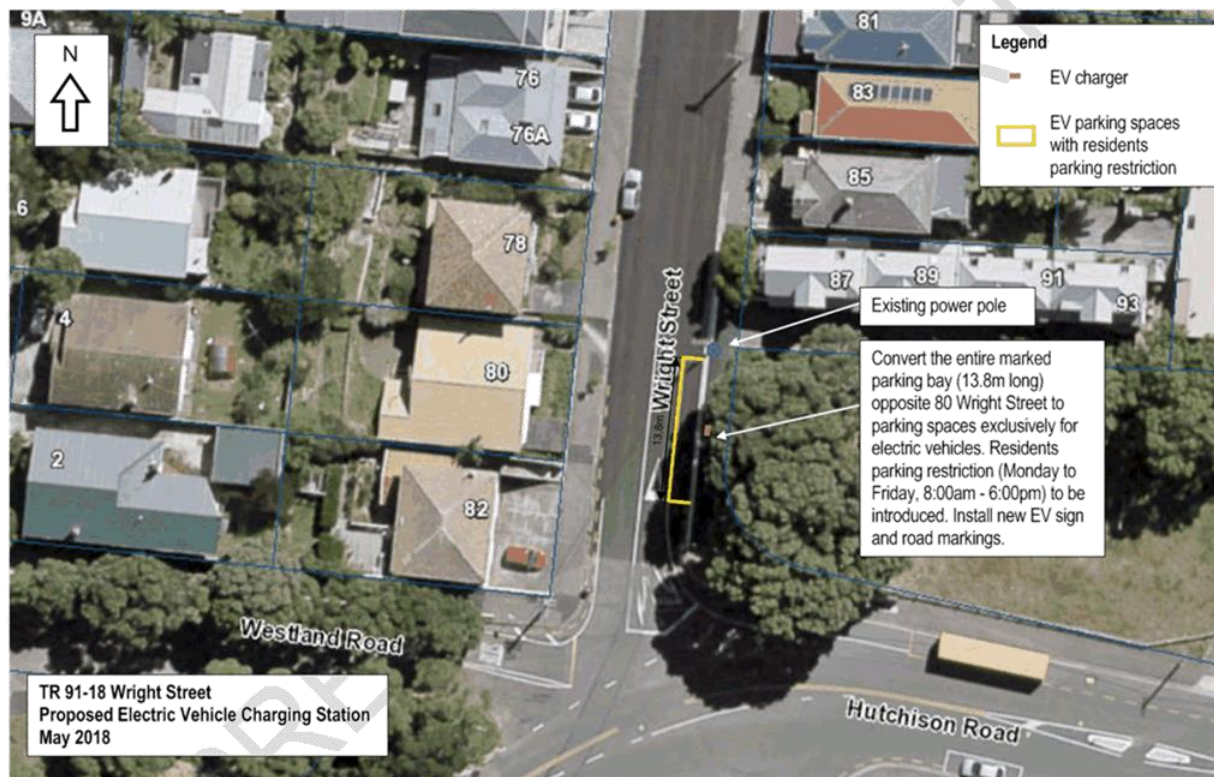
(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

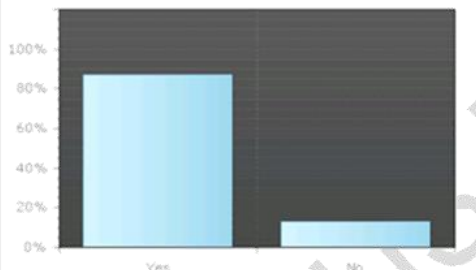
Traffic Resolution Plan:



Wellington City Council | 3 of 6



## Submissions:

Response field Number and Name: 23-TR 91-18 Wright Street - EV Charging Station, Residents Parking		
Question: Do you agree with this proposal?		
Total number of responses:40		
Decision Sought	Number of submitters who selected this option	%
Yes	34	87.18%
No	5	12.82%
<p>23-TR 91-18 Wright Street - EV Charging Station, Residents Parking</p> 		
Submitters for this question		
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>		
<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide</p>		

<p>the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>	
<b>Yes</b>	<p><b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<b>No</b>	<p><b>95 - Jane Loughnan:</b> It should be around the corner in Hutichson Road - Wright St is going to be the 'DETOUR' for Wallace St when it's down to one lane for 12-18 from Q4 2018 to do the pipe works and the pressure on parking while that is on plus the new water reservoir is going to be great and to loose 2 residents parks in not acceptable.</p>
<b>No</b>	<p><b>103 - Daniel Robson:</b> There are already serious parking shortages in this area.</p>
<b>No</b>	<p><b>199 - Cate Buyck:</b> EV charging stations provided by the council should be available to all users ie either provided in areas without residents parking or should that not be available locally the spaces reserved for charging electric vehicles should have the residents only restriction removed so they are available to anyone with an electric vehicle.</p>
<b>Yes</b>	<p><b>210 - Fiona Calderwood:</b></p>
<b>Yes</b>	<p><b>214 - Daniel Rosenbaum:</b> I support the installation of an electric vehicle charging station on Wright St as shown</p>
<b>Yes</b>	<p><b>220 - Ron Hutchison:</b></p>
<b>Yes</b>	<p><b>227 - Russell Clarke:</b></p>

**Officer's Comments:**

Concerns that this will reduce carparking for residents are mitigated by this proposal already (two applicants within talking distance should substitute not increase congestion, plus the proposed conversion from coupon parking to residents parking increases the level of parking specific to residents). The suggestion to relocate 10 meters to Hutchison Road is not recommended; that is a busy corridor with buses and substantial traffic. For this reason the recommendation is to remain with Wright Street; a quieter road offering better safety to those plugging and unplugging their vehicles.

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

**Reference:** TR 90 – 18

**Location:** Coromandel Street - Newtown

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                 |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018    |
| 2) Feedback period closes.  | 13 July 2018    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 6 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                 |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Coromandel Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 92.8 metres north of its intersection with Mein Street (Grid coordinates X= 1,749,470.170 m Y= 5,425,310.020 m) and extending in a northerly direction following the western kerbline for 12.0 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date:

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

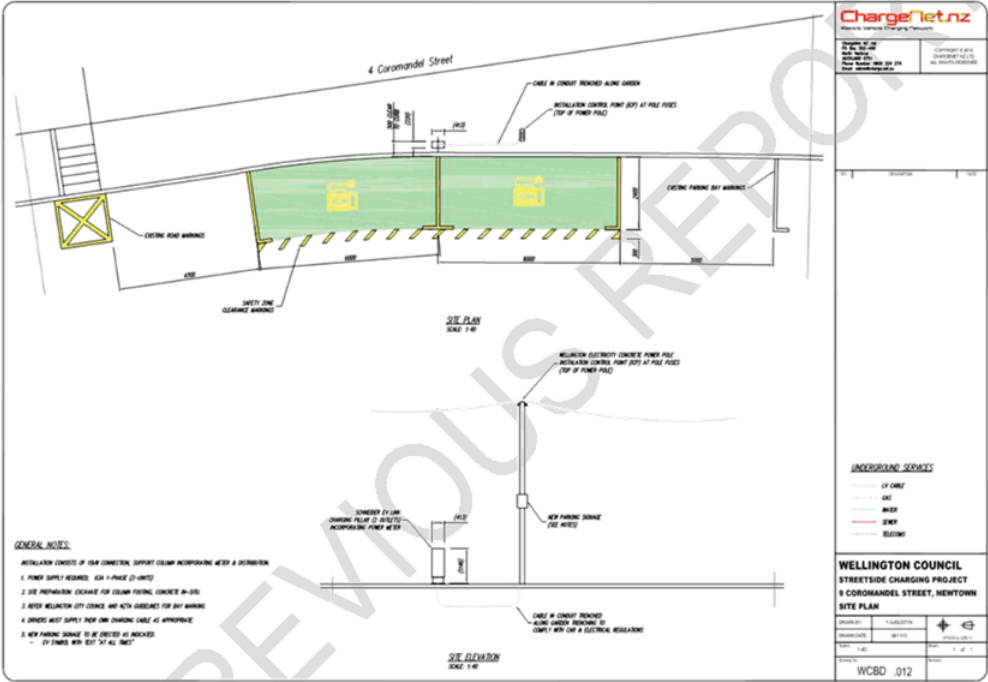
Wellington City Council | 2 of 8

Traffic Resolution Plan:



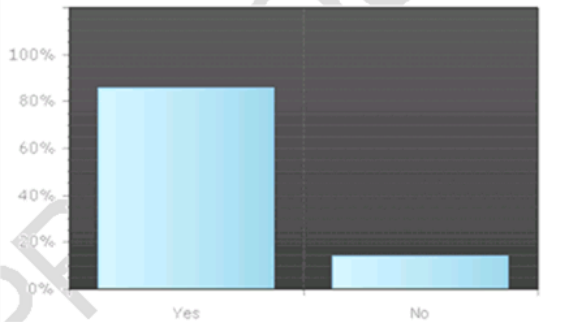
Wellington City Council | 3 of 8

Proposed Site Plan:



**Submissions:**

Category Name:	22-TR 90-18 Coromandel Street - EV Charging Station, At All Times
Overview of Category:	
Total number of submitters:	43
Total number of points:	43

Response field Number and Name: 22-TR 90-18 Coromandel Street - EV Charging Station, At All Times		
Question: Do you agree with this proposal?		
Total number of responses:43		
Decision Sought	Number of submitters who selected this option	%
Yes	36	85.71%
No	6	14.29%
<p>22-TR 90-18 Coromandel Street - EV Charging Station, At All Times</p>  <p>Submitters for this question</p> <p><b>Yes</b>  <b>8 - Alison Eckford:</b> Newtown is an increasingly busy transport hub with traffic through to other suburbs and the hospital increasing congestion parking problems and emissions.</p>		

Encouraging residents' and hospital workers' uptake of electric vehicles would be a positive step.
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b></p> <p><b>36 - angus gabara:</b> My only concern is how you manage usage, and restrict one person (car) monopolising the car park beyond the time taken to recharge their vehicle. Fast chargers would be preferable to 'medium' chargers and may mitigate the monopolising issue.</p>
<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>No</b></p> <p><b>72 - Jane Patterson:</b> I think electric vehicles are to be encouraged however i do not support these on-street charging stations. Newtown has a low proportion of off street parking and therefore on-street parking is under considerable pressure. to have several parks only available to electric vehicles is therefore unreasonable, particularly given that for the medium term there are likely to be very few EVs in the area. A better option would be to partner with other agencies such as petrol stations for a supply of slow charge charging facilities. that will not frustrate residents with other than EVs. These charging stations under this proposal would be de facto free designated 'residents parking' for EVs.</p>
<p><b>No</b></p> <p><b>77 - Fiona Bode:</b> As if finding a car park is not hard enough for residents in this section of Coromandel Street, I was informed by my neighbour yesterday about the proposed traffic resolution (as a letter from you was not delivered to me direct).</p>

I oppose this Charging Station for the following reasons:

- There are not enough car parks already for the local residents who reside in this area of Coromandel Street;
- Car parking is at a premium as it is - what with Ewart Hospital, the Child Care Facility, walking tracks, SPCA, Wellington Hospital, and the play area with cars driving up and down our street constantly looking for carparks;
- It is odd when applying for 'Residents Parking' that a consent of at least 75% of residents in the area is required, yet in your letter you state that only one or more local residents have applied for this charging station;
- In your letter, you write that one or more local residents have applied in writing for this service – I have not come across any of the 'local residents' that owns an electric car;
- A submission has been put forward for residential parking for Coromandel Street, and as yet, we still not have heard from Wellington City Council regarding this submission;
- Year after year, vans/boats/cars have been dumped, or stolen, or left unattended for months, taking up valuable car parks for residents – this is an ongoing problem, and with the introduction of this charging station this will further impede two valuable car parks for residents.

I do hope that you will take the above reasons into consideration before any installation of any electric vehicle station in Coromandel Street, as I oppose the installation of your proposed traffic resolution (TR90-18 – Coromandel Street).

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**108 - David Payton:** completely agree. Very important for inner areas of Wellington to show support for serious effort to understand climate change and get our economy on to a lower carbon track.

**No**

**129 - Greg Nicholls:** Parking is already terrible in Coromandel Street because of hospital people parking in the street. Please don't locate charging stations in Coromandel Street as it will take away more parks that are desperately needed by people living in the street. Use the off street carpark by the shops in Wilson Street or somewhere else. Or do something about hospital parking.

**Yes**

**182 - Ben Sutherland:** residents only

**No**

**191 - Katherine Ivory:** Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.

**Yes**

**194 - Sam Minnée:** This park is in an area with very limited off-street parking and would make it viable to use EVs where it is currently not. I plan on purchasing an EV if this proposal proceeds, whereas it is likely to be impractical without it.

Yes 210 - Fiona Calderwood:
Yes 220 - Ron Hutchison:
Yes 227 - Russell Clarke:

**Officer's Comments:**

Parking in Newtown is at a premium: it has the highest concentration of homes (over 3000 units) lacking off-street parking, and thus the largest number of properties that are unable to conveniently transition to electric cars. This makes it a focus for the trial.

The location has been selected due to the being besides a reserve where it less imposing on any one residential property.

Regarding residents only parking: The council is waiting on sufficient numbers of returned application forms from residents before such a restriction could be introduced. If at a later stage the street gained residents only, then the electric vehicle car parks could likewise be residents only parks if that was determined as the best solution.

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

**Reference:** TR 94 – 18

**Location:** Karepa Street - Brooklyn

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

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

#### Column One

**Karepa Street**

#### Column Two

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

#### Column Three

East side, commencing 34.8 metres east of its intersection with Apuka Street (Grid coordinates X= 1,747,287.690 m Y= 5,426,252.960 m) and extending in a north-easterly direction following the eastern kerbline for 11.2 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

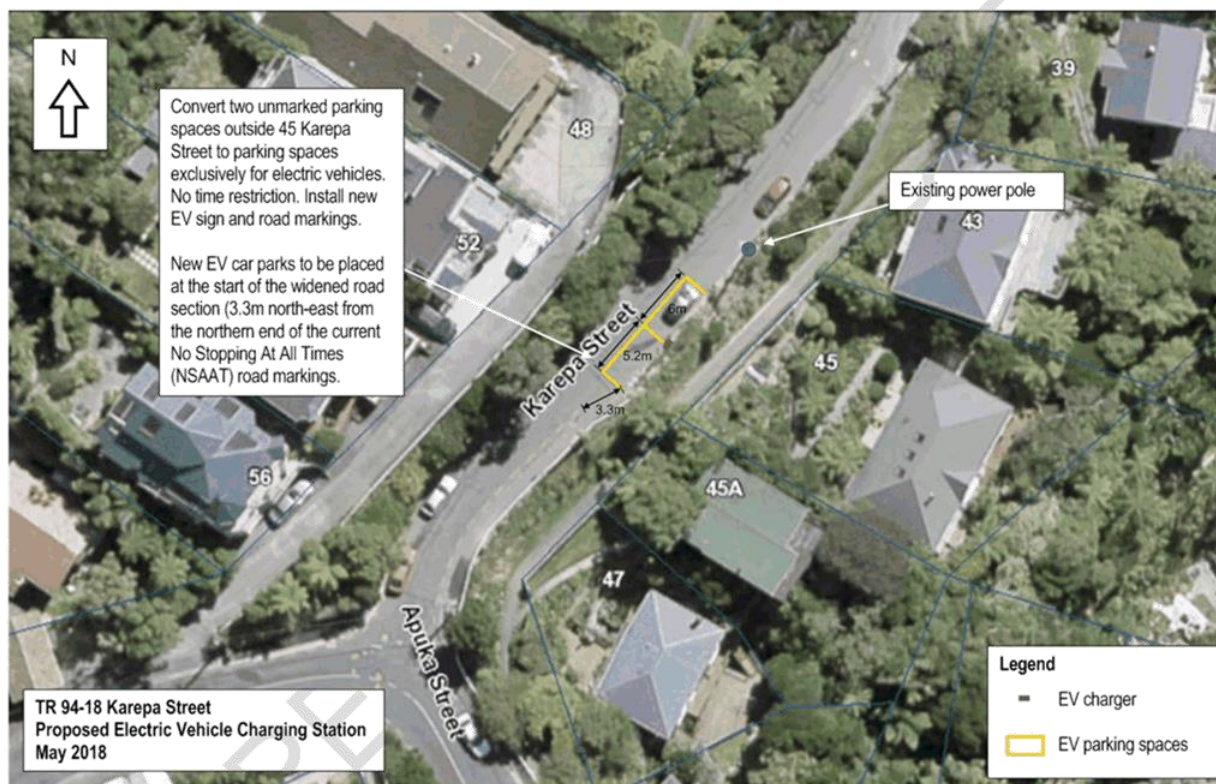
#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

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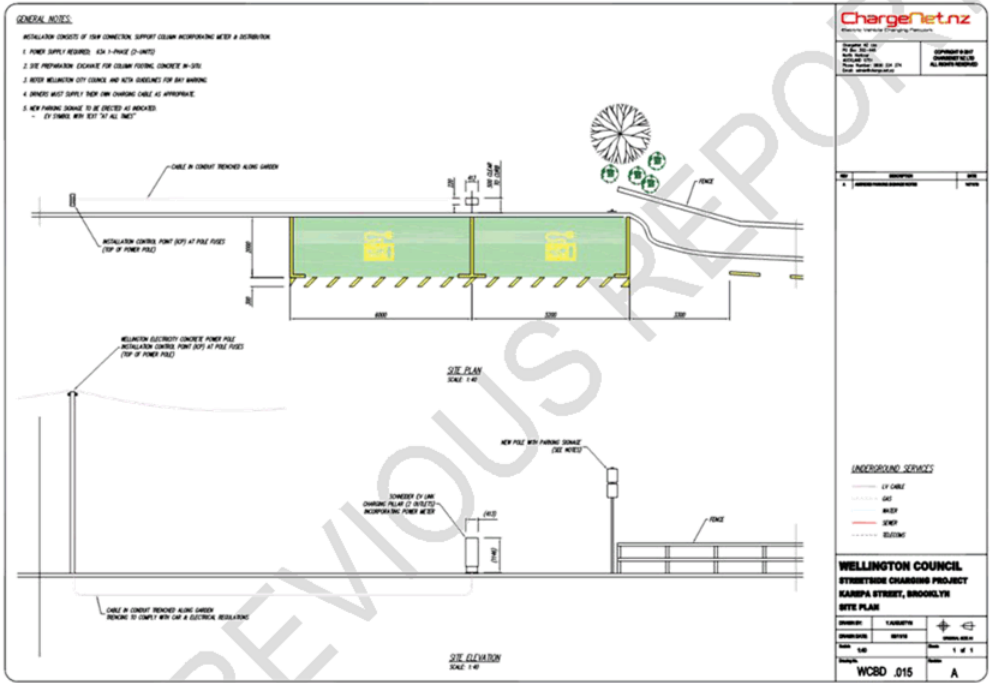
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Traffic Resolution Plan:



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Proposed Site Plan:

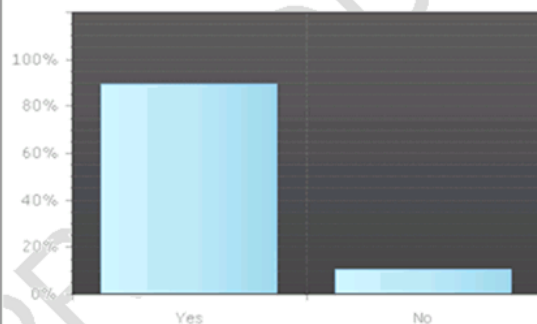


**Submissions:**

Category Name: 26-TR 94-18 Karepa Street - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 38
Total number of points: 38

Response field Number and Name: 26-TR 94-18 Karepa Street - EV Charging Station, At All Times		
Question: Do you agree with this proposal?		
Total number of responses:38		
Decision Sought	Number of submitters who selected this option	%
Yes	34	89.47%
No	4	10.53%

26-TR 94-18 Karepa Street - EV  
Charging Station, At All Times

**Submitters for this question****Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b></p> <p><b>51 - Michelle Jervis:</b> I support the installation of the tr-ev charging station at the 18 Karepa Street location (TR94)</p>
<p><b>Yes</b></p> <p><b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>Yes</b></p> <p><b>115 - Dawn Baggaley:</b> I am resident at 45 Karepa Street. I support the proposal to place two residential EV chargers on Karepa Street as outlined in the proposal. I currently own a petrol vehicle which I would like to replace with an EV. I use this vehicle for work and at the weekends. My inability to charge an EV at home due to the fact that I have no off street parking is the one barrier preventing me from buying an EV to replace my petrol vehicle. The majority of EV owners do most of their charging at home giving them comfort that they can recharge their vehicle when necessary and access to affordable electricity. The current lack of publicly available fast charging infrastructure compounds this problem. The location of two dedicated residential EV chargers on the street would remove this barrier for me and I would seek to buy an EV once a charger is installed and sell my petrol vehicle. I have already been researching the type of EVs available in New Zealand. I support the proposed positioning of the two EV chargers at the wider end of the street where there is more room for vehicles to pass and turn. I also support setting up a ChargeNet account for charging. Having the two parks/chargers dedicated for EVs is essential to providing security of charging to any resident who purchases an EV. To ensure that there is fair access to the chargers a function on the Charge Net</p>

account/app that alerts the owner when the vehicle is fully charged and/or when a space is free for charging would be very helpful. In the earlier stage of this process I went down our street speaking to neighbours about this opportunity. A number of residents were not currently in the market to replace their car but would consider buying an EV if there was some way to charge it whilst at home.

**Yes**

**154 - BELINDA SHARP:** I think this would be a very useful place for a charging station as there are a lot of houses in the area without dedicated parking with a power supply. I am very much in favour of all the proposed charging stations as we need the distributed network of charging in order to encourage individuals to give up the reliance on petrol cars. Would it also be possible to charge electric bikes at these stations as that would be a great help to the growing electric bike community as well - twice the value.

**No**

**191 - Katherine Ivory:** Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.

**No**

**198 - Alex Ehler:** I disagree with the location of this charger for the following reasons: This part of Karepa St is a single line which ends at the cul de sac. There is enough capacity at the moment but I do not believe that the council and WE have taken future development into account when choosing the location. It is likely that many residents on the higher side of Karepa St (with off street parking) will install chargers/power chargers so capacity will get tight at one point in the future but network upgrades may be avoided if there is no public charger. A public charger at this location would impact available capacity. A different location, with better integration into the network will avoid future costs for network customers. Voltage, power factor quality and reactive power will also be a problem which will require network upgrades to this part of Karepa St. A public station on this line would contribute to impact power quality. I think that there are some better locations on Karepa St further up the road (20m from the proposed location) or on Mitchell St. Furthermore, this part of Karepa St has now a significant amount of rentals and households have more than one car and no off site parking. The parking situation has worsened over the last few years and it is likely that the installation of the charger will worsen the parking situation on Karepa St. I like EV's and fully support the trial, but it seems to me that the Karepa St location has not been carefully analysed in order to minimise impact on residents.

**Yes**

**210 - Fiona Calderwood:**

**Yes**

**220 - Ron Hutchison:**

**Yes**

**227 - Russell Clarke:**

**Officer's Comments:**

Parking congestion is expected to be no worse given two written applicants match the two EV only car parks under this proposal, and would substitute their fuel-based for electric cars. This location in Karepa St would serve numerous houses in the immediate area lacking off street parking. We are satisfied by Wellington Electricity's indication around available electricity supply.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 95 – 18  
**Location:** Bruce Avenue - Brooklyn  
**Proposal:** Electric Vehicle Charging Station, at all times.  
**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

1) Advertisement in the Dominion Post Newspaper.	26 June 2018
2) Feedback period closes.	13 July 2018
3) If no objections received, report sent to City Strategy for approval.	13 December 2018
4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.	

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**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule***Column One****Bruce Avenue****Column Two**

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

**Column Three**

West side, commencing 224.2 metres west of its intersection with Tanera Crescent (Grid coordinates X= 1,747,593.630 m Y= 5,426,215.110 m) and extending in a northerly direction following the western kerbline for 4.4 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)**WCC Contact:**Sigurd Magnusson  
Sustainability AdvisorWellington City Council  
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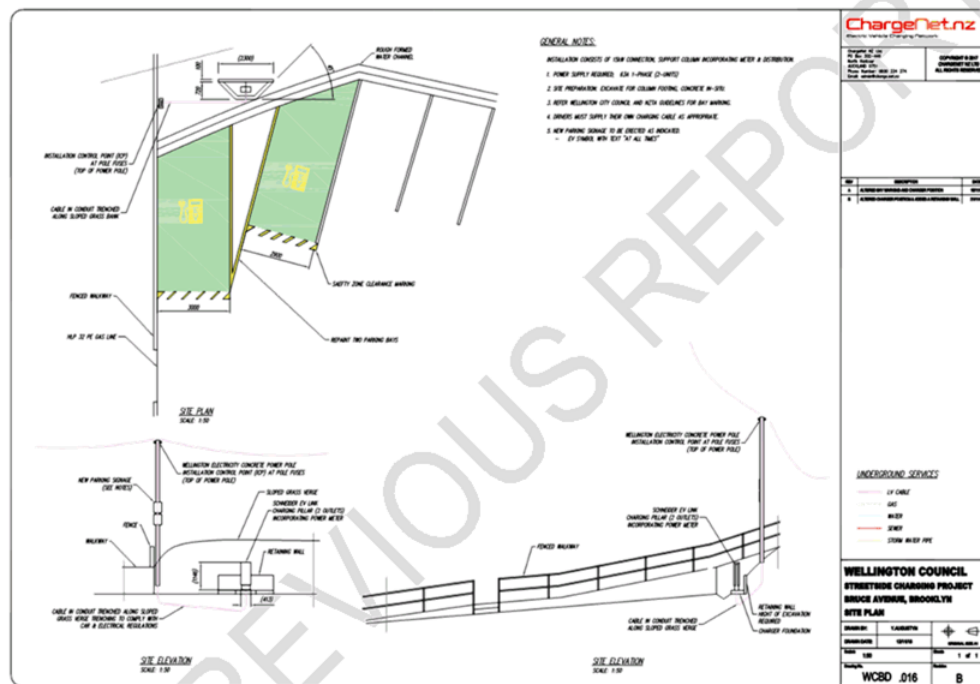
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Traffic Resolution Plan:



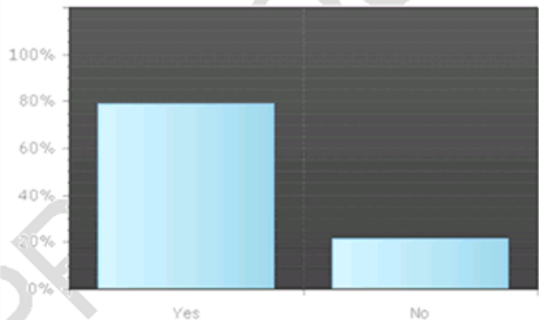
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Proposed Site Plan:



## Submissions:

Category Name: 27-TR 95-18 Bruce Avenue - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 47
Total number of points: 47

Response field Number and Name: 27-TR 95-18 Bruce Avenue - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:47											
Decision Sought	Number of submitters who selected this option	%									
Yes	37	78.72%									
No	10	21.28%									
<p>27-TR 95-18 Bruce Avenue - EV Charging Station, At All Times</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>37</td> <td>78.72%</td> </tr> <tr> <td>No</td> <td>10</td> <td>21.28%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	37	78.72%	No	10	21.28%
Decision Sought	Number of submitters	Percentage									
Yes	37	78.72%									
No	10	21.28%									
Submitters for this question											
<p><b>No</b> <b>29 - Polly Storr :</b> Restricting two of the available parking spaces to electric vehicles only would have a significant impact on parking availability in Bruce Avenue. Parking is already strained, with nowhere near</p>											

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as many spaces as there are cars, and often residents have to park as far down as Tanera Crescent. Two spaces removed from the allocation would make a bad situation even worse. If an alternative location for the charging stations could be found (perhaps by creating a new space at a point on the kerb where parking is not currently permitted?) I'm sure all the residents would be grateful. In fact anything that could be done to relieve the parking situation on Bruce Avenue would be amazing!

**No**

**31 - Kristine Lee:** There are not enough car parks already on our narrow street. I have lived here on and off since 2001 and parking has got worse over time. I suggest a more realistic photo taken at 6 pm would show you how congested Bruce Avenue actually is. Council issues tickets regularly at our expense. We (some neighbours) met with Cr Pannett about 18-24 months ago regarding the parking problems to no avail. Cars park illegally half on the footpath to allow access for trucks and emergency services if required. I personally have parked 'legally' beside the footpath and had my side mirror smashed. I sometimes have to park on Helen Street and carry heavy supermarkets bags to the end of Bruce Avenue where I live - this is not ideal. There are currently 7 legal parks beneath our house which is up the path at the road end. Your idea will mean only 5 parks for the strong majority of petrol car users who live here. I ask you reconsider this proposal which might work better on a street with plenty of parks available. This street does not. Thank you for your consideration. Yours sincerely Kristine Lee

**Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**No**

**54 - Nikki Bristol:** Though I support the project to encourage use of electric cars, using

Bruce Avenue for one of the charging stations will aggravate what is already a considerable everyday problem and frustration for many residents on the street. Difficulty finding a parking spot on Bruce Avenue fluctuates throughout the year, sometimes being just about ok, to other times having to park a kilometre from home. It already takes very little to cause such a fluctuation, such as a new tenant on the street. Bruce Avenue has many rental properties and a single property can sometimes have no cars associated with it, yet other times have several tenants with several cars. During the worse periods when residents have to park all the way back on Tanera Crescent or Helen St (which would inevitably increase), walking home past 2 potentially empty spots is going to fray nerves - especially considering that these spots are closest to a row of houses who do not have either car port or garage. I know that there have been various requests from Bruce avenue residents over the years (those without garage or car port), for help with the parking situation on the street. It is frustrating that not only have these requests gone unheeded, but that they will be aggravated further. I urge you to reconsider Bruce Avenue as a location for the charging stations. Though it may help meet one of our current environmental challenges, it comes at a considerable cost for many.

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**No**

**90 - Gwyn Jones:** My household had been resident of 24+ years at the cul de sac end of Bruce Ave and understand the parking frustration and pressure for vehicle owners in Bruce Ave. Built over 100 years ago, Bruce Ave is not designed for the job its being asked to do. The photos the council attached to the proposal clearly shows that even during a work day, the time of least congestion the street is full of resident cars. At night you can tripled that pressure. It is not uncommon for residents to have to park 2-3 streets away. Taking out another two parks will clearly impact and increase this congestion. On many occasion overs the years we (the residents) have had meetings, met with councillors and tried to find a solution to the parking issues in the Bruce Ave, because, as the council records will show, this is a lucrative street in terms of parking infringement notices to the unfortunate residents who must try and find somewhere to park their vehicles. An application for resident parking, just one park per residence was declined, but here goes the council giving preferential treatment to a resident by allocating two car parks. With the side benefit of great potential for generating more income for council. A solution-based council may consider helping residents in streets that clearly are inappropriate for trials such as these to joint venture to get cars off streets, onto properties, and for those who have gone down the electric vehicle way, can then have their own charging station on their property. That would be money well spent. Out of interest, here is some feedback from people who don't live in Bruce Ave about this proposal ....It was just like that 20 years ago when we were neighbours. Another question - does anyone, anyone in the street have an electric car?..... Insane - what an absurd place to locate them!..... They can't make space where there is none to be had. What part of that don't you get?.... It makes me think that the council don't really have a good understanding of our suburbs, let alone individual streets. This is the second time in recent history Bruce Ave seems to be targeted for a trail that isn't suitable. A few years ago, we were offered a trial on wheelie bins. I rang the council to ask if they had been up the street, because most of the residents live up or down 50 or more steps, I mean really, is this a good street for trials? Funnily enough, nobody in Bruce Ave has a wheelie bin. I am strongly against taking out two car parks in the cul sac end of Bruce Ave, and suggest another street with less congestion would be a better solution

**Yes**

**101 - Laurence Millar:** I fully support the proposal, which is an excellent example of WCC taking leadership in sustainability. Parking space is already congested in Bruce Avenue, as I imagine in many of the other proposed locations. I would like to understand how the council proposes to ensure that the parking is used primarily for recharging, and not just for parking. I see a risk that the two charging places effectively become parking spaces for 2 electric cars, and other electric cars are not able to use the charging facility. Is there an expectation that the cars will be moved out of the bays when fully charged? How will this be implemented?

**Yes**

**142 - Kieran Paton:** I fully support having electric vehicle chargers at the end of Bruce Avenue. In case demand is high, is it worth including some notes on the official signage on fair usage/etiquette with regards to parking/charging there? Perhaps a reference to [www.plugshare.com](http://www.plugshare.com) or similar as a point of communication between ev owners?

**No**

**156 - Pauline Rodgers:** 1. The proposal takes out 2 parks in an extremely tight parking cul de sac area. Above are 11 houses (with flats, 14 households) with only 4 currently used off-street parks. This is a much higher proportion of residents who don't have off-street parking than the one in four claimed by the council. In the area above the Bruce Ave. cul de sac these include people with disabilities and babies and small children who even at present often have to walk and carry things for some distance. This proposal will make life even more difficult for them. An informal survey of the cul de sac residents indicates none currently own E.V.s. Therefore the charging stations will bring additional vehicles into an already very congested traffic and parking area. Two parks for charging vehicles - with no time limit - will simply privatise 2 high-demand parks to people who don't even live adjacent to them. 2. If WCC is determined to establish a charging station in Bruce Ave., it could consider using a currently disused garage site that is now behind high-viz fencing near the other end of the cul de sac (formerly used, I think, by the house at no. 28 Bruce Ave). This site is on council land and could be adapted for a one-park charging station (power pole not too far away). As demand grows, council in the future could develop another one next to it. Starting with a one-park charging station that uses a currently disused parking spot will be seen as a positive step by residents. The current proposal indicates a lack of knowledge by WCC of the local area, a disregard for residents (none of whom will apparently be using a charging station in the immediate future) and will generate a lack of goodwill for a scheme that actually does address a future need. Electric vehicles are indisputably the way of the future, once the technology has developed to allow them to become more affordable and not the expensive luxury they are at present. While the supporting infrastructure does need to be set in place (the chicken and egg argument) council needs to work with residents and consider existing neighbourhood needs in order to get locals on-board with any E.V.-promoting initiatives. The current proposal for the Bruce Ave cul de sac shows a 'tin ear' in this regard.

**No**

**171 - Elizabeth and Chris Bush-King:** Chris and Elizabeth Bush-King purchased the property at 35 Bruce Avenue four years ago and have lived there since that time. Our submission is as follows: Bruce Avenue is a very small, narrow, winding street, particularly at our end which is where the proposal refers to. There is currently a significant lack of appropriate car parking in our street, evidenced by cars having to park half-way across the pedestrian footpath and across dotted yellow lines - at all times of the day. We are one of the very few fortunate residents on our street that has access to off-street parking, in the form of a garage. At our end of Bruce Avenue there are currently only 3 garages, 3 car pads and 7 designated car parking spaces (in total 13 spaces) - to service some 15 properties (approximate). We do not agree to the proposal to remove two of these car parking spaces from the residents of this small street. There are several reasons for this: 1 - None of the neighbours (including all the long-time

residents and rate payers located directly nearby the affected car park spaces) that we have spoken to in our section of the street own, or wish to own, an electric vehicle. In fact, the vast majority of us strongly oppose the removal of two car-parking spaces from the cul-de-sac end of Bruce Avenue. 2 - Parking is extremely difficult to find in our street already. Bruce Avenue is a very small, narrow, winding street with exceptionally limited parking. Effectively removing 2 spaces from current residents would make parking even more difficult and lead to people having to park an unacceptable distance from their properties. 3 - All the properties in the cul-de-sac section of Bruce Avenue are located up (or down) a large number of steps (we have 45 but other neighbours have more!). Removing 2 spaces from current residents would have a considerably negative impact on people needing to bring groceries up to their house, take small children etc. There are a number of families in this end of the street with young families - having to park even farther away would be a significant, and unacceptable, inconvenience. 4 - There are no current electric vehicle charging stations within Brooklyn. It would make much more sense to locate charging stations in a central, well-served, easily-accessible location within the Suburb - for example, down by the village shops - where more residents can readily access it. It does NOT make sense to place charging stations in a small, difficult-to-access, winding, narrow cul-de-sac. 5 - Personal Responsibility. If a person residing in Wellington wishes to own and use an electric vehicle, it is their responsibility to ensure they have the facilities to ensure its smooth running. If we were to purchase a horse, for example, for our children to ride to school, would we ask the Council to provide us with a paddock and stables? The answer of course, is 'No'. The residents of Bruce Avenue, a small, windy, and currently extremely under-catered for, street in terms of parking, will not agree to the removal of 2 heavily subscribed car parking spaces. If people wish to purchase and use electric vehicles, they should ensure they have the required facilities before such a purchase, or move to a location where charging facilities are available/a logical place to be installed. We are not opposed to the installation of electric vehicle charging stations within residential areas, including Brooklyn. But we entirely disagree that the proposal to install them in locations such as the top of Bruce Avenue is a logical one.

**No**

**186 - Philip Wallace:** Parking is difficult for residents in Bruce Ave. During the 27 years since I first moved to this street, I have seen more and more pressure being placed on the availability of parking spaces, with additional dwellings and an increase in the number of multi-car households having occurred. In recent times we have noticed that now parks are regularly taken up by car-owners from beyond our immediate neighbourhood. It is now at the point where even during weekdays, there are few available parks. As a single-car household, we regularly have to park some distance down the road, and not infrequently have to park some distance up Helen Street. Taking two carparks (the premium parks for residents along our path) out of circulation, for exclusive use for EVs will only increase the pressure on parking and most likely those parks will be empty for much of the time. Those carparks will also not be available for use by tradespeople if they are working in houses along the street. There also will be a greater likelihood that cars will end up parked in locations that make it difficult for other vehicles or emergency services to pass.

**No**

**191 - Katherine Ivory:** Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.

**Yes**

**210 - Fiona Calderwood:**

**Yes**

**212 - Cecile Masiot:** I fully support an electric vehicle charger installation in Bruce avenue as proposed. For me, that's the key in being able to own and use an EV and commute to Lower Hutt for work every day.

Yes 220 - Ron Hutchison:
Yes 227 - Russell Clarke:

**Officer's Comments:**

Multiple supporters and objectors from those living in this cul-se-sac. A decision will need to be made on whether to prioritise immediate parking congestion or enable the residents in this street (the majority of which who lack off-street parking) to be able to get an electric car. An applicant has recently purchased an electric car in this street, now routinely parked in the area proposed for the car charger. If a second EV is bought by a resident in this street, the congestion, whilst noted to be poor, will be no worse than today.

PREVIOUS REPORT

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 96 – 18

**Location:** Stanley Street - Newtown

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

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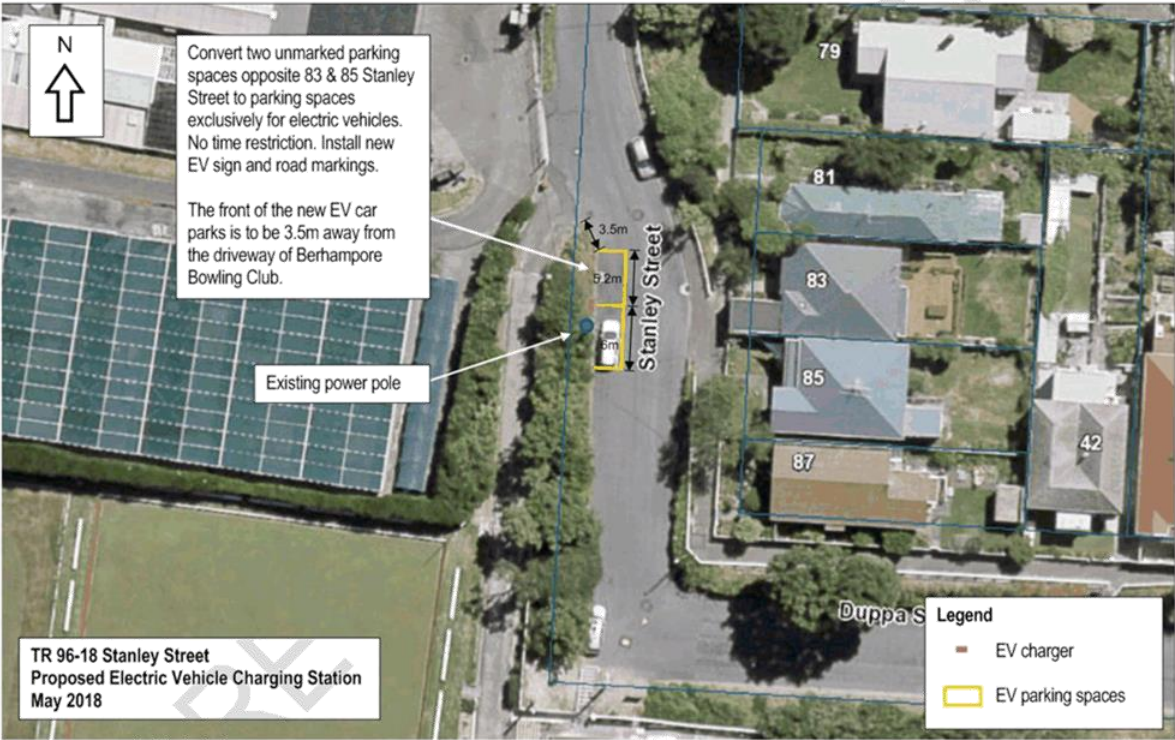
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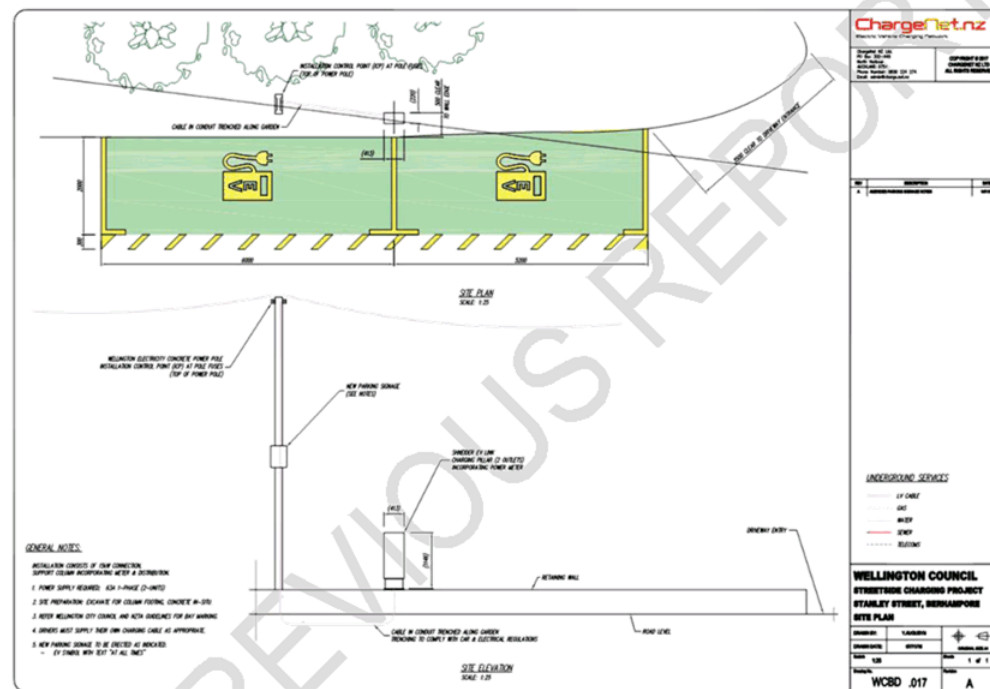
**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule***Column One****Stanley Street****Column Two**Parking place in the form  
of electric vehicles only  
parking, at all times.**Column Three**West side, commencing 133.2  
metres south of its intersection with  
Chilka Street (Grid coordinates  
X= 1,748,352.560 m  
Y= 5,423,964.380 m) and extending  
in a southerly direction following the  
western kerbline for 11.2 metres.Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)**WCC Contact:**Sigurd Magnusson  
Sustainability AdvisorWellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:



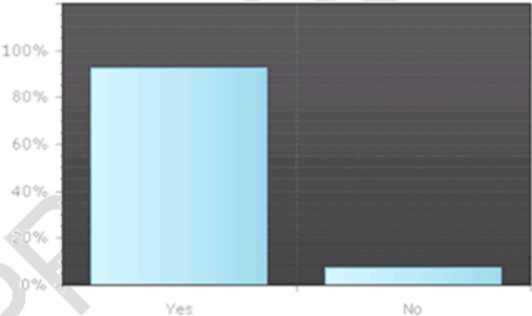
Wellington City Council | 3 of 7

Proposed Site Plan:



## Submissions:

Category Name: 28-TR 96-18 Stanley Street - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 40
Total number of points: 40

Response field Number and Name: 28-TR 96-18 Stanley Street - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:40											
Decision Sought	Number of submitters who selected this option	%									
Yes	37	92.50%									
No	3	7.50%									
<p>28-TR 96-18 Stanley Street - EV Charging Station, At All Times</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>37</td> <td>92.50%</td> </tr> <tr> <td>No</td> <td>3</td> <td>7.50%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	37	92.50%	No	3	7.50%
Decision Sought	Number of submitters	Percentage									
Yes	37	92.50%									
No	3	7.50%									
Submitters for this question											
<p><b>Yes</b></p> <p><b>14 - Jeff Beggs:</b> I intend buying an electric car in the next few weeks, and I would find a charging station at this location to be very useful as it is directly opposite my house. At the</p>											

moment there is not great pressure on parking in this location (except at the moment with the current road works) so it also shouldn't be an inconvenience to other residents.

**Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**162 - Jennifer Elliott:** We don't have an electric vehicle at the moment however we will be looking to replace our current petrol vehicle within the next 12 months and we are keen to consider an EV. Given our lack of off-street access, and with no potential to create access in future, we hadn't thought this would an option for us. Our preference is to walk/use public transport and we do this whenever possible, but with one of us working in Lower Hutt, and two children with all of the activities and local travel that goes along with them, a car is still an essential for our family. We aim to live as lightly as we can and a charging station on Stanley St would greatly assist us on that journey. As EVs become more common I can see how it would be an asset to have one in this location as several of our neighbours also lack off street access, and it's fairly close to Adelaide Rd facilitating easy use by EV drivers passing by if needed. It's an exciting prospect and I look forward to hearing if the station on our street will go ahead.

<b>Yes</b> <b>163 - Glen Elliott:</b> I am very keen to see the installation of an EV charging point in Stanley St. As a local resident I am currently considering replacing my petrol car with an EV within the next 12 months. EV technology is going only going to get bigger and is already noticeably more popular in Wellington. We know many families in Berhampore that are environmentally conscious and would support this scheme. A neighbour three doors down is currently looking to buy an EV. I currently park on Stanley St and have no problems finding a space there, so I feel the addition of dedicated charging spaces would not be a issue to most residents. Thank you for the opportunity to contribute to this submission.
<b>Yes</b> <b>164 - Joanna Adkins:</b> Our country generates more than 80% of its energy from renewable sources, driving electric really is an environmentally sound choice and a great way for us to reduce emissions.
<b>No</b> <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.
<b>Yes</b> <b>210 - Fiona Calderwood:</b>
<b>Yes</b> <b>220 - Ron Hutchison:</b>
<b>Yes</b> <b>227 - Russell Clarke:</b>

**Officer Comments:**

Of the submissions from residents in this street, there was only support and no objections. The car parks are in such a location as to not directly impose on any household frontage.

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

**Reference:** TR 98 – 18

**Location:** Hall Street - Newtown

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                 |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018    |
| 2) Feedback period closes.  | 13 July 2018    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 6 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                 |

Wellington City Council | 1 of 7

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

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

#### Column One

**Hall Street**

#### Column Two

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

#### Column Three

North side, commencing 47.3 metres east of its intersection with Adelaide Road (Grid coordinates X= 1,748,739.890 m Y= 5,425,245.030 m) and extending in an easterly direction following the northern kerbline for 11.2 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
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Phone: +64 4 803 8697  
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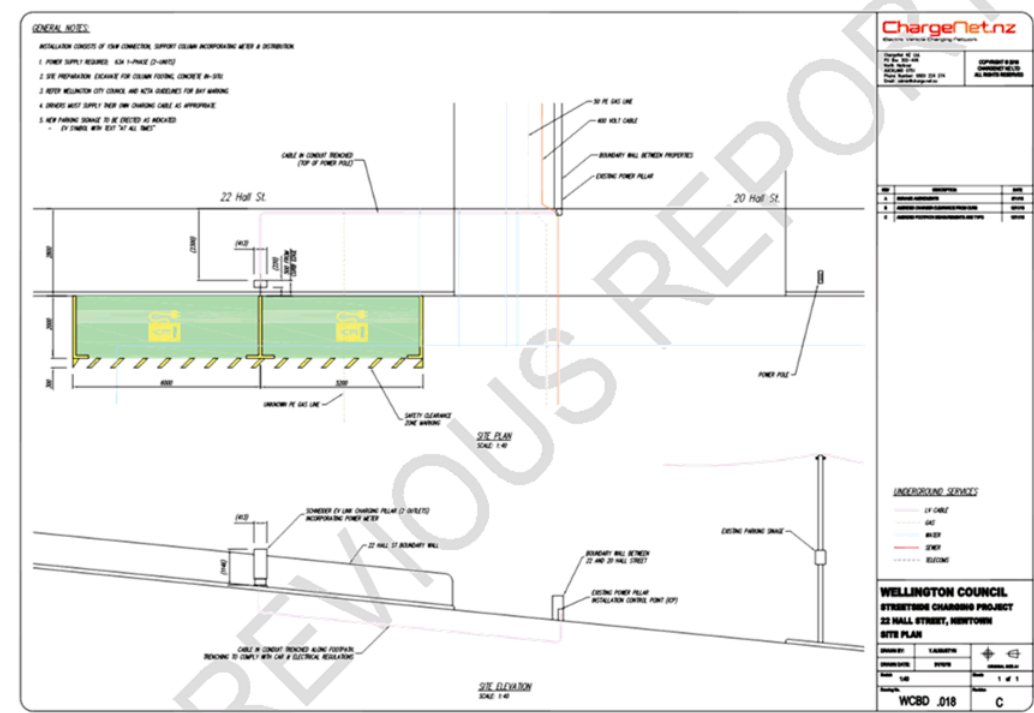
Wellington City Council | 2 of 7

Traffic Resolution Plan:



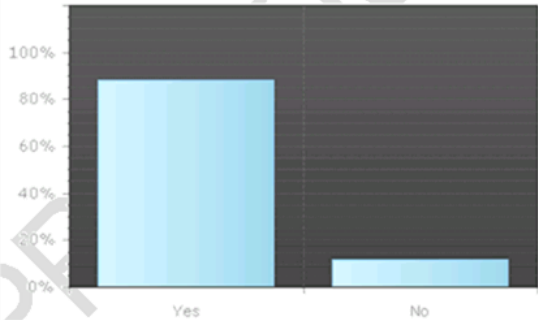
Wellington City Council | 3 of 7

Proposed Site Plan:



**Submissions:**

Category Name: 31-TR 98-18 Hall Street - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 43
Total number of points: 43

Response field Number and Name: 31-TR 98-18 Hall Street - EV Charging Station, At All Times		
Question: Do you agree with this proposal?		
Total number of responses:43		
Decision Sought	Number of submitters who selected this option	%
Yes	37	88.10%
No	5	11.90%
<p>31-TR 98-18 Hall Street - EV Charging Station, At All Times</p> 		
Submitters for this question		
<b>Yes</b> <b>8 - Alison Eckford:</b> Newtown is an increasingly busy transport hub with traffic through to other suburbs and the hospital increasing congestion parking problems and emissions		

(particularly in Hall street! ) . Encouraging residents' and hospital workers' uptake of electric vehicles with a charging station this close to hospital would be a positive step.
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b></p> <p><b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>No</b></p> <p><b>95 - Jane Loughnan:</b> NO - my mother lives at 22A and often the end of the driveway is blocked by cars and she can't get out of her driveway. The pressure on parking there is huge with the hospital now having less parking this will make it even worse</p>
<p><b>Yes</b></p> <p><b>159 - Todd Mawson:</b> I believe the need for more electric vehicles and charging stations would be a great benefit to the city and Newtown.</p>
<p><b>Yes</b></p> <p><b>182 - Ben Sutherland:</b> residents only</p>

<b>No</b> <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.
<b>No</b> <b>199 - Cate Buyck:</b> The area has very high demand on parking for people to use the facilities in Newtown including the hospital, there are a number of public parking areas eg the end of Stoke street or even allowing use at the Rugby League park which would be more suitable and more equitable.
<b>Yes</b> <b>210 - Fiona Calderwood:</b>
<b>Yes</b> <b>220 - Ron Hutchison:</b>
<b>Yes</b> <b>227 - Russell Clarke:</b>

**Officer's Comments:**

The objection by a resident on this street regarding manoeuvring space from driveway at 22; there will be a one meter clearance from driveway edge to the carpark markings, as per current guidelines. The number of houses here lacking offstreet parking, plus the high general demand for parking provides confidence that it would be useful routinely by electric vehicles. Hall St is also selected given the nearby corridors (Riddiford St and Adelaide Rd) are subject to high volumes of pedestrians, traffic, bikes, and buses, making them less ideal for charging facilities. Newtown is an area of priority given the very high (over 3000) properties lacking offstreet parking.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 99 – 18

**Location:** Austin Street – Mount Victoria

**Proposal:** Electric Vehicle Charging Station, residents parking.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use 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, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume. New residents parking restriction (Monday to Friday, 8:00am - 6:00pm) will be introduced for the electric vehicle parking spaces. Therefore, electric vehicles will need to display a residents parking permit during weekdays but not on evenings and weekends.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

### Key Dates:

- 1) Advertisement in the Dominion Post Newspaper. 26 June 2018
- 2) Feedback period closes. 13 July 2018
- 3) If no objections received, report sent to City Strategy Committee for approval. 6 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule***Column One****Austin Street****Column Two**

Parking place in the form of electric vehicles only parking, at all times.  
Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.

**Column Three**

West side, commencing 16.0 metres southwest of its intersection with Pirie Street (Grid coordinates X= 1,749,614.200 m Y= 5,426,548.140 m) and extending in a south-westerly direction following the western kerbline for 12.0 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

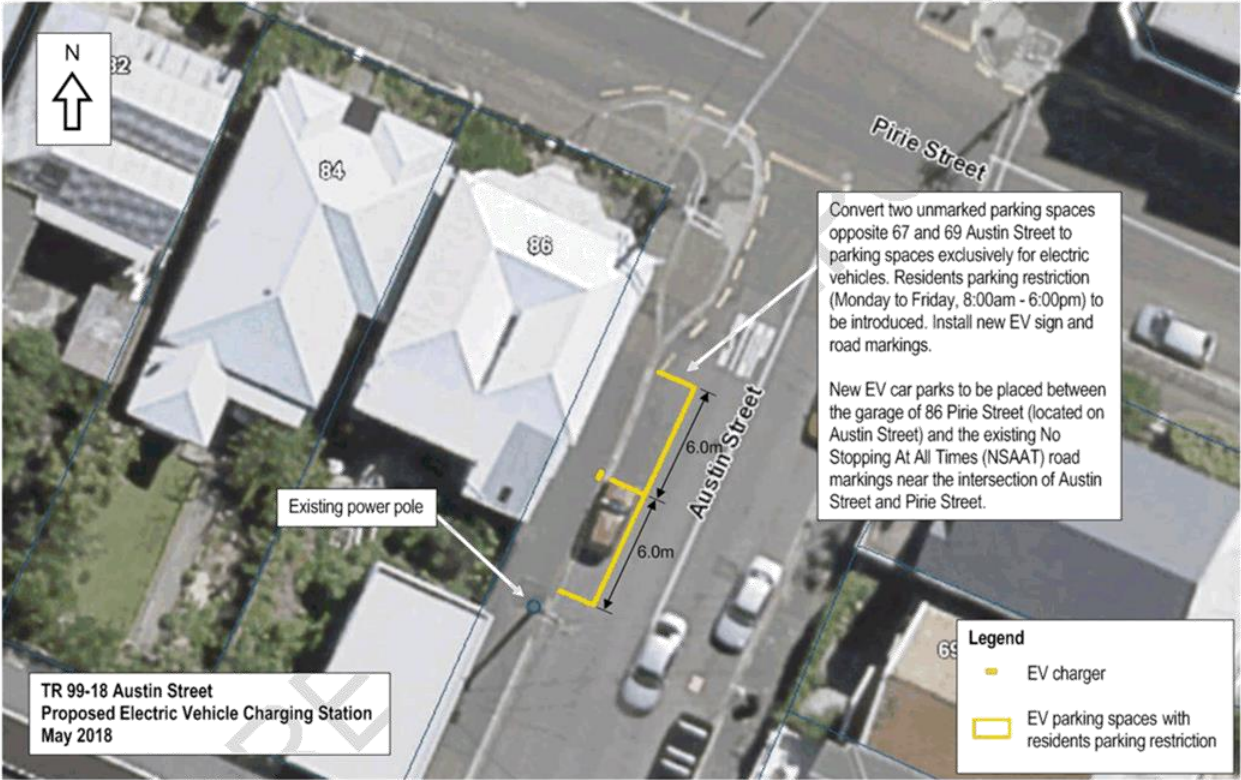
(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

**WCC Contact:**

Sigurd Magnusson  
Sustainability Advisor

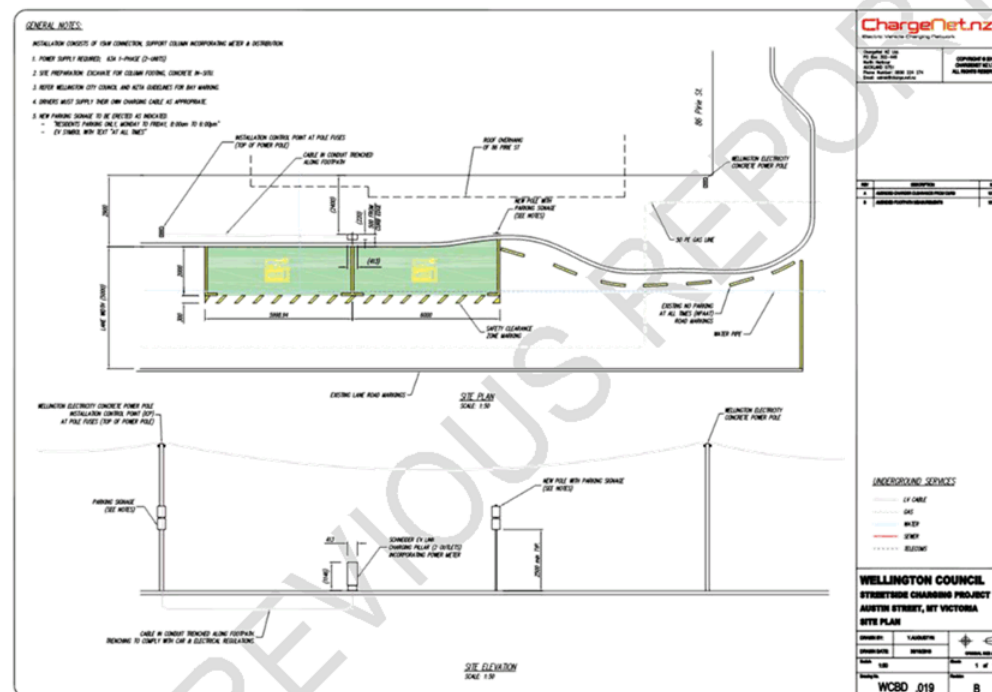
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:



Wellington City Council | 3 of 8

Proposed Site Plan:





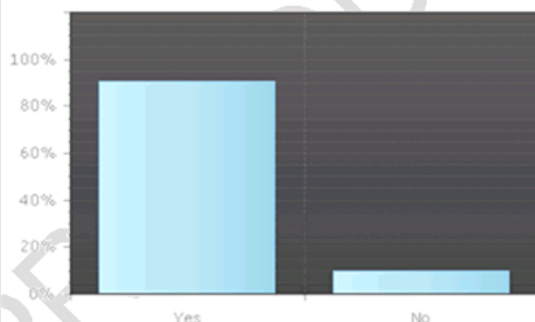
PREVIOUS REPORT

**Submissions:**

Category Name:	32-TR 99-18 Austin Street - EV Charging Station, Residents Parking
Overview of Category:	
Total number of submitters:	42
Total number of points:	42

Response field Number and Name: 32-TR 99-18 Austin Street - EV Charging Station, Residents Parking		
Question: Do you agree with this proposal?		
Total number of responses:42		
Decision Sought	Number of submitters who selected this option	%
Yes	38	90.48%
No	4	9.52%

### 32-TR 99-18 Austin Street - EV Charging Station, Residents Parking

**Submitters for this question****Yes**

**11 - Leonie Reynolds:** As the owner of 67 Austin Street, one of the houses directly opposite the charging station, I would like to record my support for this proposal. The charging station would enhance the neighbourhood and the ability of Mt Victoria residents to purchase and run electric cars, as well as helping to make the city as a whole more resilient.

<p><b>Yes</b></p> <p><b>16 - Martin Krafft:</b> Mt. Victoria already has a fair number of electric vehicles driving around (this is just my impression, I have not data to back this up), so getting charging infrastructure in central locations such as this one would be good for everyone, visitors included.</p>
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>No</b></p> <p><b>56 - Kam Wing Chan:</b> I own and live at my home at 86 Pirie street. One of the bedrooms of my home has windows and a wall that is directly on Austin street parallel to the proposed EV charging station. The proposed EV charging station will be less than a couple of meters from a bedroom of my home. (I am happy to forward a photo) The charging station would be an eyesore to look from the bedroom and would likely produce background noise as the most affordable EV cars are known to produce a noise while charging. I have bought for any years, coupon parking permits for my cars with my preference to park on Austin street next to my house to reduce noise and for ease of access as the Pirie street parks are more difficult being part of the main bus route on a tight street. Changing the proposed coupon parks outside my home would affect my parking options and increase foot traffic outside my bedroom. The EV charging station at the proposed site almost exclusively affects my home and household and I oppose the proposed site.</p>
<p><b>Yes</b></p> <p><b>68 - Peter Hazledine:</b> I agree with the proposal because facilities need to be provided for electric vehicles. However, I note that 2 x 6m parks are being proposed, leaving space at the southern end. I would note that parking in this area is already at a premium and this proposal</p>

will create two fairly exclusive parks for a currently limited number of vehicles. Electric vehicles are usually in the small/medium size with emphasis on small. The designated space can accommodate 3 x 5m parks, and often does have 3 cars parked there. Whilst two electric charging sites may be serviced from 1 charging point there would still be the option to have a third space for regular cars. This would need to be facilitated by having the 3 parking spaces clearly marked by white lines. I therefore am proposing that consideration be given to marking out 3 x 5m parking spaces, 2 of which are exclusively for electrically powered vehicles.

**Yes**

**75 - James Cartwright:** I am supportive of the proposal to introduce two parks with EV Charging Station Austin Street. However, I note that these will be reserved for residents only. Although I understand that these parks will replace existing residents only parks, it seems contrary to the idea of promoting the use of sustainable travel to limit access to any EV parking space. This technology is still in its early iterations and adopters are still in the minority therefore the need to recharge unexpectedly is greatest and we would never dream of limiting access to a petrol station! Furthermore, on a fairness point, since all rate payers are contributing to the installation of these stations, I think that every visitor to and resident of this city should be given equal access to any charging station without restriction (in addition, this would further signal Wellington's embrace of sustainable travel for all). Should it transpire that due to the lack of restrictions all these stations are too popular, then great - this would mean that there would be enough demand for more parks to be added to the current infrastructure.

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**168 - Cheryl Robilliard:** I would like to see more EV charging stations in Mt Victoria given the lack of private off street parking/charging opportunities.

**No**

**199 - Cate Buyck:** EV charging stations provided by the council should be available to all users ie either provided in areas without residents parking or should that not be available locally the spaces reserved for charging electric vehicles should have the residents only restriction removed so they are available to anyone with an electric vehicle.

**Yes**

**210 - Fiona Calderwood:**

**Yes**

**220 - Ron Hutchison:**

**Yes**

**227 - Russell Clarke:**

**Officer's Comments:**

The sound volume of the car charger when charging is silent, and cars themselves either silent or near silent (owing to a cooling fan that may operate); most electric vehicles charge within people's garages without noise concerns.

In practice, the objecting householder may find reduced noise and disturbance from the lack of combustion engines running immediately outside their house. This home has 3 on-street car parks plus a triple-garage, the change for two of these car parks to be electric is considered less impactful than what would usually be possible in a high-density neighbourhood.

This proposal will increase the number of car parks available for residents.

PREVIOUS REPORT

Wellington City Council | 8 of 8



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## **ARLINGTON REDEVELOPMENT UPDATE**

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This report was not available at time of print and will be made available under separate cover.

Nil

Authors	Julie Rushton, Best Practice Manager John McDonald, Housing Development Manager
Authoriser	David Chick, Chief City Planner



## **6. Public Excluded**

### **Recommendation**

That the City Strategy Committee:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
6.1 Omāroro Reservoir - Funding	<p>7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p>	<p>s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.</p>
6.2 Land Acquisition for Road	<p>7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> <p>7(2)(j) The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage.</p>	<p>s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.</p>