
ORDINARY MEETING

OF

STRATEGY AND POLICY COMMITTEE

MINUTES

Time: 9:30 am
Date: Thursday, 21 May 2020
Venue: Virtual meeting

PRESENT

Mayor Foster (via audiovisual link)
Councillor Calvert (Deputy Chair) (via audiovisual link)
Councillor Condie (via audiovisual link)
Councillor Day (Chair) (via audiovisual link)
Councillor Fitzsimons (via audiovisual link)
Councillor Foon (via audiovisual link)
Councillor Free (via audiovisual link)
Councillor Matthews (via audiovisual link)
Councillor O'Neill (via audiovisual link)
Councillor Pannett (via audiovisual link)
Councillor Paul (via audiovisual link)
Councillor Rush (via audiovisual link)
Councillor Sparrow (via audiovisual link)
Councillor Woolf (via audiovisual link)
Councillor Young (via audiovisual link)

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting open at 9:30 am and invited members to stand and read the following karakia to open the meeting.

**Whakataka te hau ki te uru,
Whakataka te hau ki te tonga.
Kia mākinakina ki uta,
Kia mātaratara ki tai.
E hī ake ana te atākura.
He tio, he huka, he hauhū.
Tihei Mauri Ora!**

Cease oh winds of the west
and of the south
Let the bracing breezes flow,
over the land and the sea.
Let the red-tipped dawn come
with a sharpened edge, a touch of frost,
a promise of a glorious day

(Councillor O'Neill arrived at the meeting at 9:32 am)

1.2 Apologies

No apologies were received.

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Day, seconded Councillor Matthews

Resolved

That the Strategy and Policy Committee:

1. Approve the minutes of the Strategy and Policy Committee Meeting held on 12 March 2020, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1.5 Items not on the Agenda

There were no items not on the agenda.

1.6 Public Participation

1.6.1 Brad Olsen

Brad Olsen spoke to item 2.1 Public hire electric scooter evaluation.

1.6.2 Carl Bennett

Representing Youth Council, Carl Bennett spoke to item 2.1 Public hire electric scooter evaluation.

1.6.3 Oliver Bruce

Oliver Bruce spoke to item 2.1 Public hire electric scooter evaluation.

1.6.4 Big Street Bikers

Representing Big Street Bikers, Cleve Cameron spoke to item 2.1 Public hire electric scooter evaluation.

1.6.5 Generation Zero

Representing Generation Zero, Marko Garlick spoke to item 2.1 Public hire electric scooter evaluation.

1.6.6 Flamingo Scooters

Representing Flamingo Scooters, Nick Hyland spoke to item 2.1 Public hire electric scooter evaluation.

1.6.7 Living Streets Aotearoa

Representing Living Streets Aotearoa, Ellen Blake spoke to item 2.1 Public hire electric scooter evaluation.

Tabled documents at public participation

- 1 Youth Council E-Scooter Feedback for SPC
- 2 Oliver Bruce
- 3 Locky Dock Network (Big Street Bikers)
- 4 Flamingo Scooters

Suspension of standing orders

Note: In accordance with standing order 2.4 a motion to suspend standing orders requires a 75% majority in order to be carried.

Moved Councillor Day, seconded Deputy Mayor Free

Resolved

That the Strategy and Policy Committee:

1. Temporarily suspends the following standing order/s:
 - a. Standing order 27.7 (Division), to allow divisions be recorded by a show of hands rather than taking down names by the Chief Executive.

Carried

Note: In accordance with Standing Order 19.1, the Chairperson accorded precedence to some items of business and announced that the agenda would be considered in the following order:

- Item 2.4 Safer Speeds Hearing Subcommittee Terms of Reference
- Item 2.3 Dangerous and Insanitary Buildings policy review
- Item 2.1 Public hire electric scooter evaluation

2. General Business

2.4 Safer Speeds Hearing Subcommittee Terms of Reference

Moved Councillor Condie, seconded Councillor Matthews

Resolved

That the Strategy and Policy Committee:

1. Receive the information
2. Agree to the amended delegated authority of the Safer Speeds Hearing Subcommittee in its terms of reference as follows:

Delegated authority: The subcommittee will have responsibility and authority to ascertain, accept and hear submissions on the review of all speed limit changes in Wellington City and make recommendations to the Strategy and Policy Committee.

3. **Agree to amend the membership of the Safer Speeds Hearing Subcommittee as follows:**

Replace Councillor Paul with Councillor Woolf in the membership, with this change taking effect after the Safer Speeds Hearing Subcommittee has made its recommendation regarding central city safer speeds hearings to Strategy and Policy Committee.

Carried

Secretarial note: With the leave of the meeting, clause 3 was added to the original motion.

The meeting adjourned at 10:58 am and reconvened at 11:11 am with the following members present: Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Sparrow and Councillor Woolf

(Councillor Young returned to the meeting at 11:14 am.)

(Mayor Foster returned to the meeting at 11:15 am.)

2.3 Dangerous and Insanitary Buildings policy review

Moved Councillor Pannett, seconded Councillor Rush

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Note that a review of the Dangerous and Insanitary Buildings policy has been completed by officers.
3. Agree to consult with the public on the Dangerous and Insanitary Buildings policy as attached to this report: the draft Statement of Proposal (attachment 1) **as amended:**

Add to the Policy Objectives section:

Note that consultation will be undertaken with mana whenua when deciding on the future of a dangerous or insanitary building as appropriate.

Moved Councillor Fitzsimons, seconded Councillor Paul, the following amendment

Resolved

That the Strategy and Policy Committee:

4. Agree that Council officers provide a paper to an upcoming Strategy and Policy meeting outlining the legal powers of enforcement and compliance the Council has to improve the safety of housing in Wellington.

Carried

Moved Councillor Pannett, seconded Councillor Rush, the following substantive motion

Resolved

That the Strategy and Policy Committee:

1. Receive the information.
2. Note that a review of the Dangerous and Insanitary Buildings policy has been completed by officers.
3. Agree to consult with the public on the Dangerous and Insanitary Buildings policy as attached to this report: the draft Statement of Proposal (attachment 1) as amended:

Add to the Policy Objectives section:

Note that consultation will be undertaken with mana whenua when deciding on the future of a dangerous or insanitary building if being considered to be demolished.

4. Agree that Council officers provide a paper to an upcoming Strategy and Policy meeting outlining the legal powers of enforcement and compliance the Council has to

improve the safety of housing in Wellington.

Carried

2.1 Public hire electric scooter evaluation

Moved Deputy Mayor Free pro-forma, seconded Councillor O'Neill

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Agree in principle to the continuation of public share electric scooter operations in Wellington and requests officers to progress work to implement this.
3. Agree to allow the existing public share electric scooters to continue operations in Wellington until the end of the current licence period (31 December 2020) unless the Council is ready to call for expressions of interest to operate a longer term scheme sooner, with the following minor amendments to the code of practice:
 - a) Working with operators to implement low-cost parking solutions until more permanent parking options become available through Innovating Streets or Trading in Public Places Policy work;
 - b) Improving customer focus when listing contact details as outlined below; and
 - c) Developing equipment and operations that meets the 24-month life cycle criteria outlined in the body of the report. A full schedule will be developed as part of the next tender round.
4. Agree that officers will undertake a review of the Trading in Public Places Policy, including updating provisions to include public share micro mobility, and that they will undertake the necessary consultation before seeking approval to adopt recommended changes.
5. Agree that officers will update the code of practice for public share micro mobility which would be used as the basis for selecting and monitoring operators beyond the current licence period.
6. Agree that subject to adoption of the amended Trading in Public Places Policy the Council will call for expressions of interest to operate public share e-scooter schemes from 2021 and beyond, **with favourable consideration given to using local or NZ owned companies/operators.**
7. Agree that officers will develop a micro mobility parking plan to be managed through the Innovating Streets and traffic resolution process before November 2020 and will immediately work with operators in the meantime to investigate low-cost parking solutions.
8. Note that the Trading in Public Places Policy only governs how public share schemes are operated and that the use of micro mobility in the public realm is governed

centrally and is subject to the Government's proposed Accessible Streets Regulatory Package and any rule changes that may come from that.

Moved Councillor Condie, seconded Councillor Young, the following amendment

Resolved

That the Strategy and Policy Committee:

- 3A. Agree to add the below paragraph to recommendation 3:
- d) Utilising geo-fencing technology to enforce a 15 km/h speed limit zone along the waterfront and Oriental Parade shared pathways (where it is safe and practical to do so given the current limits of the technology).
9. Ensure Oriental Parade is included as part of the low-cost interim parking solutions as well as future innovating streets micro mobility parking work. If these interventions are not successful officers will investigate implementing no hire and no de-hire zones along Oriental Parade.
10. Agree that as part of the work into extending a public share e-scooter scheme and as part of the preparations for the Long-term Plan that officers will provide costings and an analysis (as prepared by Let's Get Wellington Moving's City Streets package) of the implications for rapidly extending the cycling and micro mobility infrastructure network in Wellington and will develop a further programme of safer speeds around the city.

Carried

Secretarial note: The amendment moved by Councillor Condie and seconded by Councillor Young was taken part by part, the divisions for which are as follows:

Clause 3A.

Agree to add the below paragraph to recommendation 3:

- d) Utilising geo-fencing technology to enforce a 15 km/h speed limit zone along the waterfront and Oriental Parade shared pathways (where it is safe and practical to do so given the current limits of the technology).

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Paul, Councillor Sparrow, Councillor Young

Against:

Councillor Pannett, Councillor Rush, Councillor Woolf

Majority Vote: 12:3

Carried

Clause 9.

Ensure Oriental Parade is included as part of the low-cost interim parking solutions as well as future innovating streets micro mobility parking work. If these interventions are not successful officers will investigate implementing no hire and no de-hire zones along Oriental Parade.

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Sparrow, Councillor Woolf, Councillor Young

Against:

Councillor Rush

Majority Vote: 14:1

Carried

Clause 10:

Agree that as part of the work into extending a public share e-scooter scheme and as part of the preparations for the Long-term Plan that officers will provide costings and an analysis (as prepared by Let's Get Wellington Moving's City Streets package) of the implications for rapidly extending the cycling and micro mobility infrastructure network in Wellington and will develop a further programme of safer speeds around the city.

For:

Mayor Foster, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Sparrow, Councillor Woolf

Against:

Councillor Calvert, Councillor Young

Majority Vote: 13:2

Carried

The meeting adjourned at 12:48 pm for lunch and reconvened at 1:16 pm with all the members present.

Moved Councillor Paul, seconded Councillor Foon, the following amendment

Resolved

That the Strategy and Policy Committee:

11. Agree, in addition to recommendation 7, to accelerate this process by prioritising conversations immediate with New Zealand owned and operated companies that are

already providing smart City infrastructure to allow secure parking and charging of micro mobility devices.

12. Agree that for any future contracts to provide e-scooter public share schemes criteria for the tender process will give higher weightings to those companies that can demonstrate good end of life plans for the scooters that include dismantling, reuse, and recycling of parts.

Carried

Secretarial note: Councillor Calvert asked for her vote against to be recorded in the minutes.

Moved Deputy Mayor Free, seconded Councillor O'Neill, the following substantive motion

Resolved

That the Strategy and Policy Committee:

1. Receive the information.
2. Agree in principle to the continuation of public share electric scooter operations in Wellington and requests officers to progress work to implement this.
3. Agree to allow the existing public share electric scooters to continue operations in Wellington until the end of the current licence period (31 December 2020) unless the Council is ready to call for expressions of interest to operate a longer term scheme sooner, with the following minor amendments to the code of practice:
 - a) Working with operators to implement low-cost parking solutions until more permanent parking options become available through Innovating Streets or Trading in Public Places Policy work;
 - b) Improving customer focus when listing contact details as outlined below; and
 - c) Developing equipment and operations that meets the 24-month life cycle criteria outlined in the body of the report. A full schedule will be developed as part of the next tender round.
 - d) Utilising geo-fencing technology to enforce a 15 km/h speed limit zone along the waterfront and Oriental Parade shared pathways (where it is safe and practical to do so given the current limits of the technology)
4. Agree that officers will undertake a review of the Trading in Public Places Policy, including updating provisions to include public share micro mobility, and that they will undertake the necessary consultation before seeking approval to adopt recommended changes.
5. Agree that officers will update the code of practice for public share micro mobility which would be used as the basis for selecting and monitoring operators beyond the current licence period.
6. Agree that subject to adoption of the amended Trading in Public Places Policy the

Council will call for expressions of interest to operate public share e-scooter schemes from 2021 and beyond, with favourable consideration given to using local or NZ owned companies/operators.

7. Agree that officers will develop a micro mobility parking plan to be managed through the Innovating Streets and traffic resolution process before November 2020 and will immediately work with operators in the meantime to investigate low-cost parking solutions.
8. Note that the Trading in Public Places Policy only governs how public share schemes are operated and that the use of micro mobility in the public realm is governed centrally and is subject to the Government's proposed Accessible Streets Regulatory Package and any rule changes that may come from that.
9. Ensure Oriental Parade is included as part of the low-cost interim parking solutions as well as future innovating streets micro mobility parking work. If these interventions are not successful officers will investigate implementing no hire and no de-hire zones along Oriental Parade.
10. Agree that as part of the work into extending a public share e-scooter scheme and as part of the preparations for the Long-term Plan that officers will provide costings and an analysis (as prepared by Let's Get Wellington Moving's City Streets package) of the implications for rapidly extending the cycling and micro mobility infrastructure network in Wellington and will develop a further programme of safer speeds around the city.
11. Agree, in addition to recommendation 7, to accelerate this process by prioritising conversations immediate with New Zealand owned and operated companies that are already providing smart City infrastructure to allow secure parking and charging of micro mobility devices.
12. Agree that for any future contracts to provide e-scooter public share schemes criteria for the tender process will give higher weightings to those companies that can demonstrate good end of life plans for the scooters that include dismantling, reuse, and recycling of parts.

Carried

2.2 Omāroro Reservoir

Secretarial note: The item was removed from the agenda by the Chief Executive before the meeting.

The meeting concluded at 1:35 pm with the reading of the following karakia:

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
I te ara takatū	
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

Authenticated: _____
Chair

ORDINARY MEETING

OF

STRATEGY AND POLICY COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:30am
Date: Thursday, 21 May 2020
Venue: Via Zoom

Business

Page No.

Tabled documents at public participation

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| 4. Flamingo | 39 |

Youth Council's Feedback on E-Scooters

Prepared for the Wellington City Council Strategy and Policy Committee

21 May 2020

Contact	Ella Flavell Chair, Youth Council 022 600 922 ella.flavell4@gmail.com	Carl Bennett Member, Youth Council 021 201 7642 carlbennettnz@gmail.com
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Position Statement

E-scooters have had a strong positive impact on the lives of young people in Wellington. They are a useful and fun transport choice, particularly for those without cars. Although the e-scooter trial has uncovered some issues, we believe the overall benefits far outweigh the costs. We are strongly in favour of the scheme being continued.

Retaining, but adjusting, the e-scooter programme is a positive step for Wellington

We recognise the wide range of views around e-scooters, and would like to see a pragmatic approach taken to address concerns, without the knee jerk reaction of removing e-scooter public share services from Wellington City. Feedback outlined in Wellington City Council's report shows that public support for e-scooters remains, and is in fact larger than the negative views of e-scooters.

With private e-scooters rising in popularity, Youth Council views it as more prudent and worthwhile to pursue the ability to shape the usage of e-scooters and their place in Wellington, rather than dictate to Wellingtonians the manner in which locals and tourists can choose to travel.

E-scooters bring a vibrancy to Wellington and enhance the view that Wellington is the coolest little capital. Particularly for young people, the transport options that e-scooters provide cannot be ignored. Is it important that all factors are examined when deciding on how to best modify the use of e-scooters in Wellington City.

Overall, it is important that the vast group of well meaning and studious e-scooter users who ride sensibly and with proper regard for the public can continue to do so. Trust that the majority of Wellingtonians will do the right thing is important, to ensure we don't single out one group.

With the positive vibe provided by e-scooters well-established, there are some practical changes that should be considered to recognise and mitigate some of the safety concerns raised. We note that there appears to be a divergence between the perceived safety concerns, and actual safety events. Nonetheless, below we outline a number of practical and pragmatic ideas to better enhance the e-scooter programme.

Summary of Recommendations

1. Introduce more dedicated e-scooter parking at popular destinations.
2. Reconsider requiring automatic enforcement of speed restrictions (including, for example, around Wellington Hospital).
3. Align restrictions on e-scooter use around the waterfront with actual behaviour by removing the 10 km/h speed limit and the no-ride zone at Oriental Bay.
4. Replace GPS-enforced parking restrictions with dismissible in-app warnings about allowed parking locations. Fine users only after manual confirmation of illegal parking.
5. Continue improving cycling infrastructure.
6. Address issues making our footpaths dangerous for e-scooter usage, particularly:
 - a. Barriers like those found on Taurima St in Hataitai near the tunnel entrance that force riders to use the road
 - b. Footpaths that give way to stairs with little visual warning, like at 139 Wallace St, Mt Cook.

Key Issues

Parking

We welcome more dedicated parking spaces like the one at the train station. Such spaces are a win all round.

- They clearly identify good places to park.
- They make it easier to find an e-scooter to ride.
- Their use reduces clutter on footpaths.

The \$1 incentive currently offered for parking in the railway station park could be expanded to cover all dedicated parking spots. We expect this would increase their use somewhat, but that the dedicated parking spots would still be useful without this incentive.

The introduction of dedicated parking should not come paired with further restrictions on where scooters can be parked. Much of the utility of e-scooters comes from the fact that they can take you right to your destination. Let riders use dedicated parking when convenient, but don't force it on them.

Recommendation: Introduce more dedicated e-scooter parking at popular destinations.

Low-speed zones

Council proactively introduced a range of restrictions on their use with the intention of improving safety. One of these restrictions was a "slow zone" around Wellington Hospital

(Clause 8.3, Code of Practice). This has been enacted by hire companies through speed restrictions being automatically applied when scooters enter the designated area.

Although well-intentioned, this restriction has dangerous unintended consequences.

Consider an e-scooter rider trying to pass the hospital on Riddiford St with no prior knowledge of the restriction. In an attempt to avoid potentially vulnerable pedestrians, they choose to ride on the road. When the speed restriction is enacted, they are rapidly slowed to 10 km/h, barely giving the traffic behind them time to slow. The rider then has no choice but to switch to the footpath, bringing them closer to the pedestrians everyone was trying to protect.

This is a textbook case of a well intentioned policy causing unintended harm. We urge the Council to reconsider requiring automatically enforced speed restrictions, instead trusting riders to make the right decisions for themselves and those around them. If necessary, signage could be introduced giving e-scooter riders an extra reminder to slow down around the hospital.

If speed restrictions must be continued, Council consider requesting that e-scooter providers offer an audible warning a few seconds before speed limits are enacted. This would limit the risk to the rider, but would still force them onto the footpath.

Recommendation: Reconsider requiring automatic enforcement of speed restrictions (including, for example, around Wellington Hospital).

Waterfront speed limit and restrictions

The waterfront is popular with pedestrians. At peak times, it can be difficult to walk around the waterfront, let alone ride. At such times, a good case can be made for the 10 km/h speed limit (Clause 8.6, Code of Practice) and the off-ride restrictions around Oriental Bay (Clause 5.15, Code of Practice).

However, outside of peak times, the waterfront is one of the safest places in Wellington to ride an e-scooter. It offers wide open smooth surfaces and great visibility (and views!). A faster speed is possible without raising the same level of safety concerns. Although there will always be riders that ride in a manner that doesn't recognise the situation they are in (for example, riding at speed during peak times), by and large riders should be allowed to best determine the right speed and adjust this speed depending on the situation.

To summarise, the flat 10 km/h speed limit poses several issues.

- It prevents a lot of perfectly safe behaviour.
- It encourages riders to use more dangerous routes, such as Cable St.
- It is a needless restriction that limits the public's responsiveness to other restrictions.

In practice, most riders are either unaware of the restrictions or choose to ignore them. We urge Council to trust riders to ride safely and remove these restrictions.

Recommendation: Align restrictions on e-scooter use around the waterfront with actual behaviour by removing the 10 km/h speed limit and the no-ride zone at Oriental Bay.

GPS-based enforcement of parking restrictions

GPS is not sufficiently accurate for its current use in enforcing parking restrictions. Parking an e-scooter near, but not inside, a no-park zone is a frustrating experience, particularly around large buildings. The interference they cause means the inaccuracy is often far more than the 7–10 metres claimed in the report.

This is particularly bad around the Golden Mile. Many side streets have bike racks adjacent to the Golden Mile. These would be perfect places to leave e-scooters, yet most are unusable due to this issue. Similar issues occur outside Victoria University campuses and the airport.

We do not believe that the parking restrictions should simply be removed. Rather, we would like to see a more rider-friendly implementation. A potential solution to this is riders being warned if attempting to park an e-scooter in what the app believes is a restricted area. They should then have the option of ignoring the warning if they know the GPS location is incorrect. Fines should then only be applied after manual review (which could include the review of photos submitted by the user to confirm the parking location).

Recommendation: Replace GPS-enforced parking restrictions with dismissible in-app warnings about allowed parking locations. Fine users only after manual confirmation of illegal parking.

Dangers to riding on footpaths

First and foremost, Wellington needs more bike lanes, particularly protected ones. So many of the problems with e-scooters would be resolved if people were simply given more space to separate. The Council is already making good progress in this area and we hope to see it continue.

In places where safe bike lanes are not available, there are some physical changes to Wellington's footpaths that could improve the safety of riders.

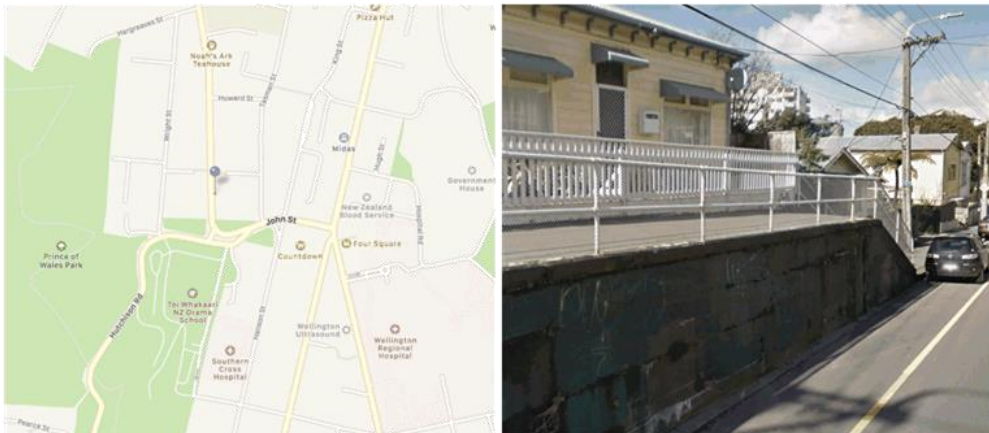
Several of our footpaths feature barriers, presumably to prevent their entry by bicycles. An example can be found on Tuarima St in Hataitai, where the Mt Victoria tunnel shared path ends.



These barriers force e-scooter users on to the road. There is no dedicated bike lane through Hataitai Village, so riders must mix with traffic before returning to the footpath.

These barriers also issues pose for other wheeled footpath users, such as wheelchair and pushchair users. We believe they should be removed.

Several of our footpaths transform into stairs with very little visual warning. One particularly bad example can be seen outside 139 Wallace St in Mt Cook.



The footpath follows a gentle curve over the hill before suddenly giving way to stairs. This poses a serious danger to e-scooter users, particularly those riding at night. Potential remedies could include:

- A single reflective line across the footpath to more clearly highlight the first step.
- Signage before the footpath splits from the road indicating e-scooter users should leave the footpath.

Recommendation: Continue improving cycling infrastructure.

Recommendation: Address issues making our footpaths dangerous for e-scooter usage, particularly:

1. Barriers like those found on Taurima St in Hataitai near the tunnel entrance that force riders to use the road
2. Footpaths that give way to stairs with little visual warning, like at 139 Wallace St, Mt Cook.

Conclusion

For young Wellingtonians, e-scooters are a fantastic addition to our city. We hope our Council can also see these benefits and is willing to continue the trial while continuing to refine the policy affecting their use. With the right incremental improvements, e-scooters can be made safer for everyone.

Why you should pay attention to Micromobility

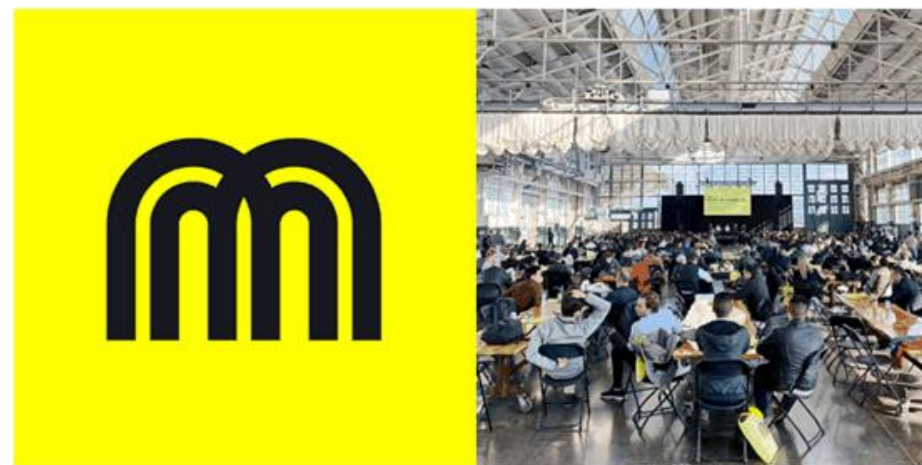
Wellington City Council

21 May, 2020

Oliver Bruce
Micromobility Industries

Who am I?

Uber



What is Micromobility?

The scope of micromobility



The evolution of micromobility is fast



18 months



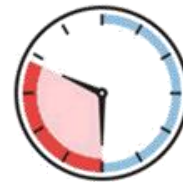
Why Micromobility Matters

Wellington is highly congested and getting worse



EXTRA TRAVEL TIME IN PEAK HOURS

Additional time spent in the car during peak hours

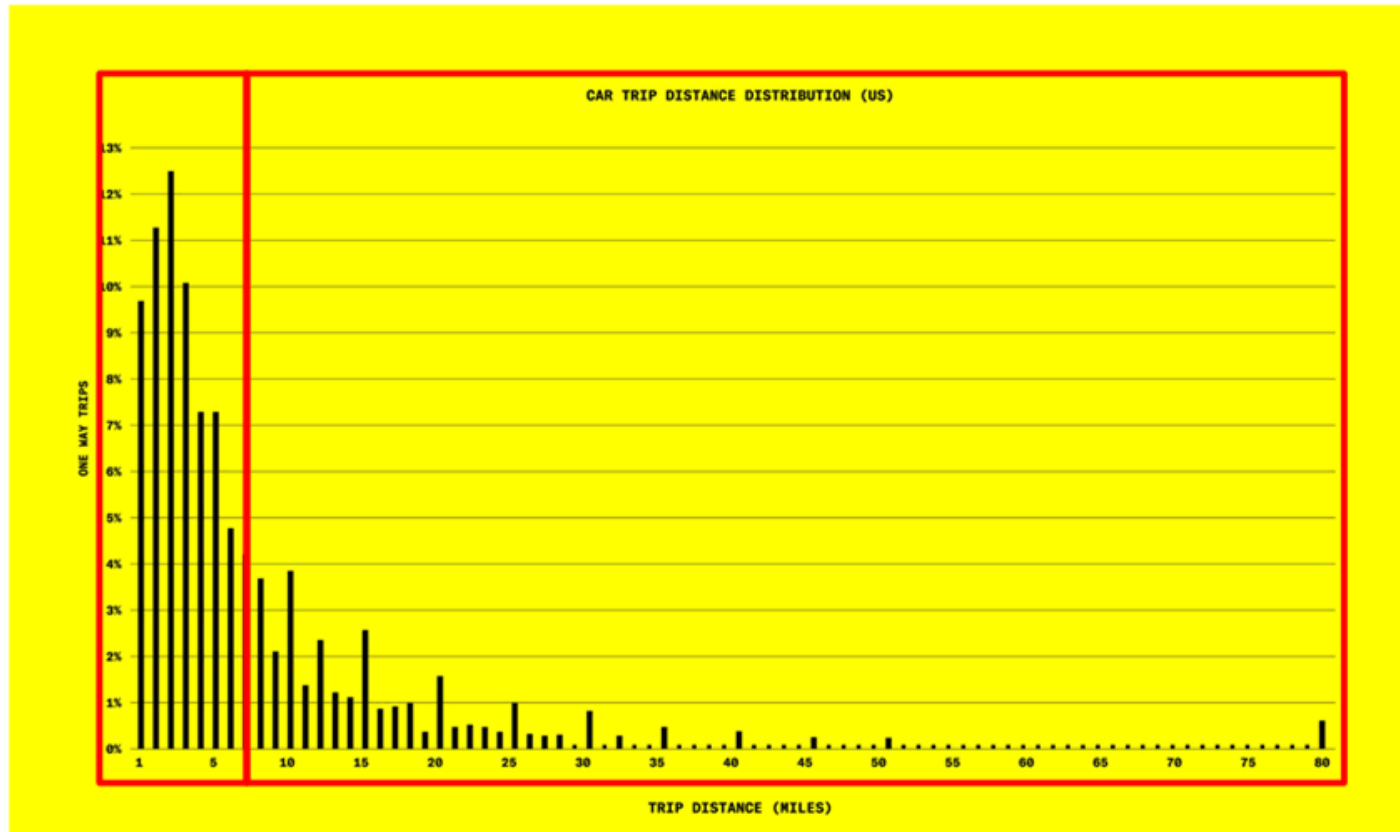


+19 min
per 30 min trip
in the morning

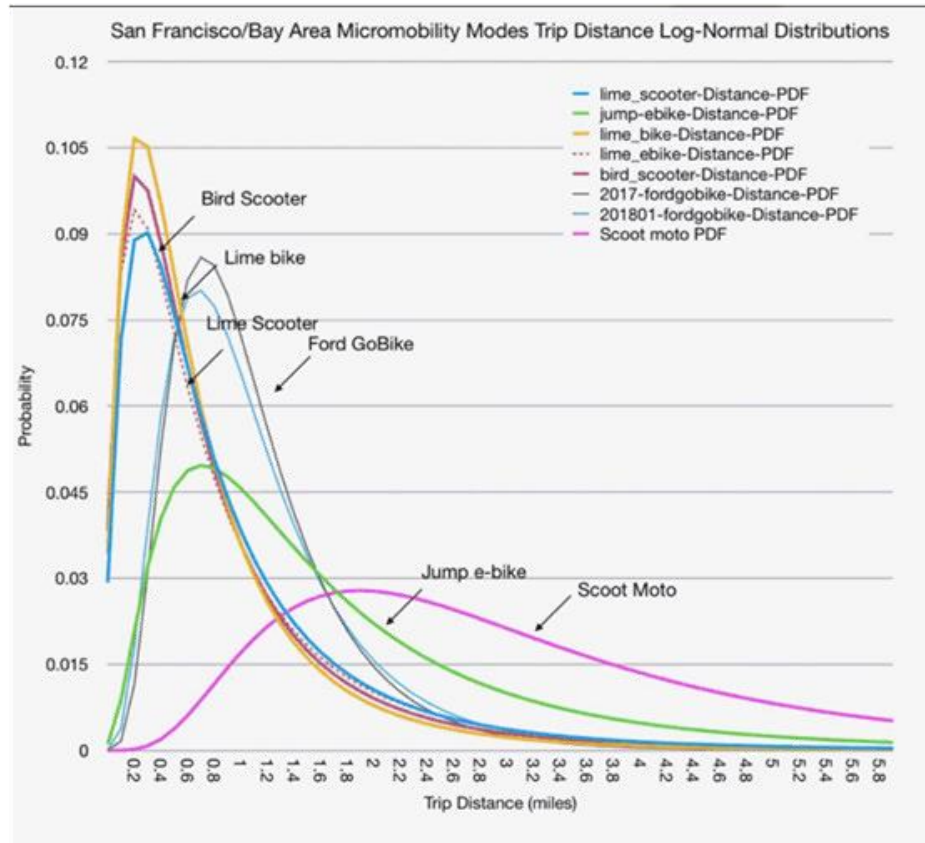


+18 min
per 30 min trip
in the evening

And yet, most trips are short



Small vehicles, small trips. Big vehicles, big trips.

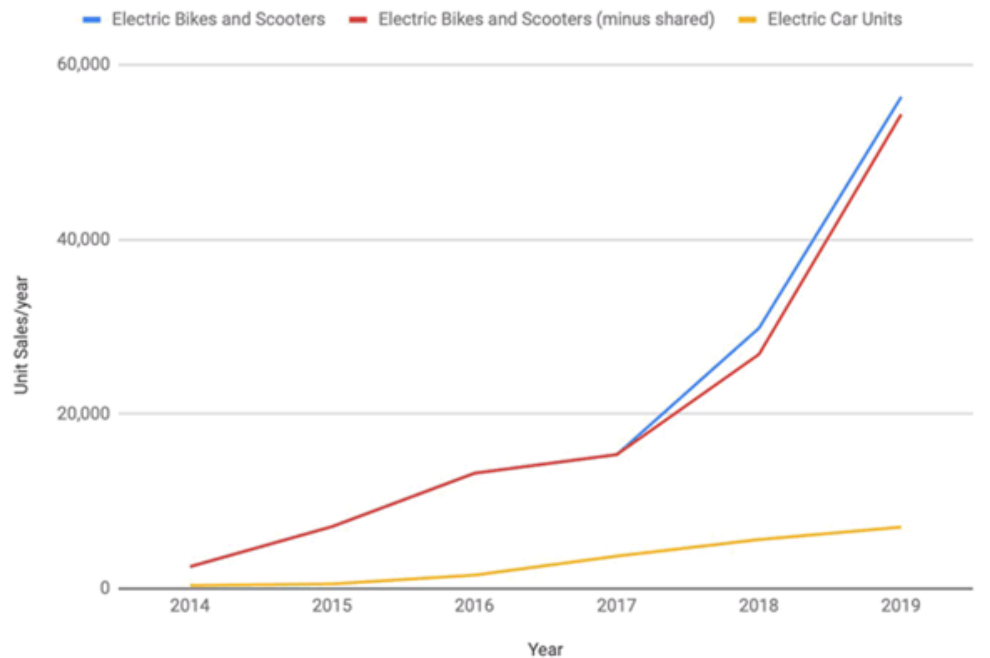


How Micromobility Is Being Adopted

Explosive Growth of Micromobility in New Zealand

NZ micromobility (ebikes/scooters) vs. electric car imports

Including 2019 projection figures. Data from NZ Customs



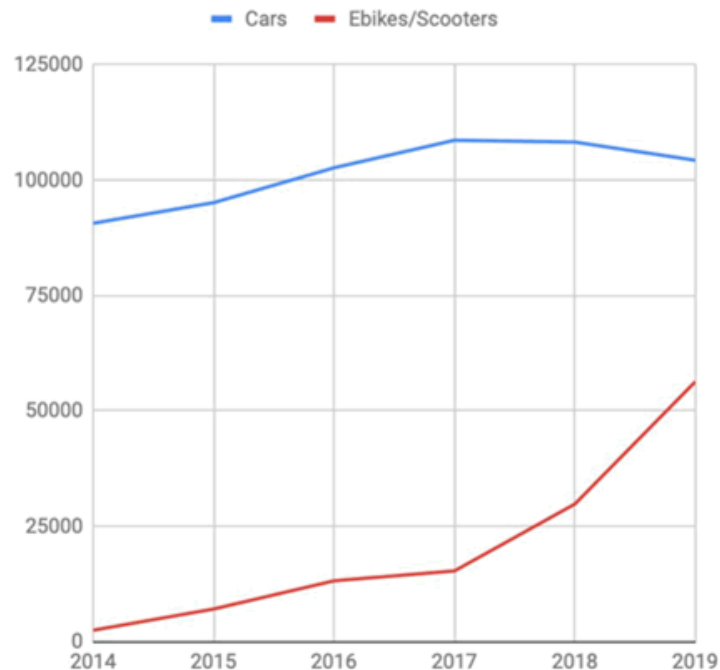
Growth in sales of 90% last year in 2019.

Predominantly owned vehicles - shared were only ~5% of the total.

8:1 sales for ebikes to electric cars.

Micromobility are where the future is going

Car Vs. Ebike/Scooter Imports for New Zealand



At current rates of growth, ebike/scooter sales will overtake new car sales in 2020.

The future of electric vehicles looks like:



NOT

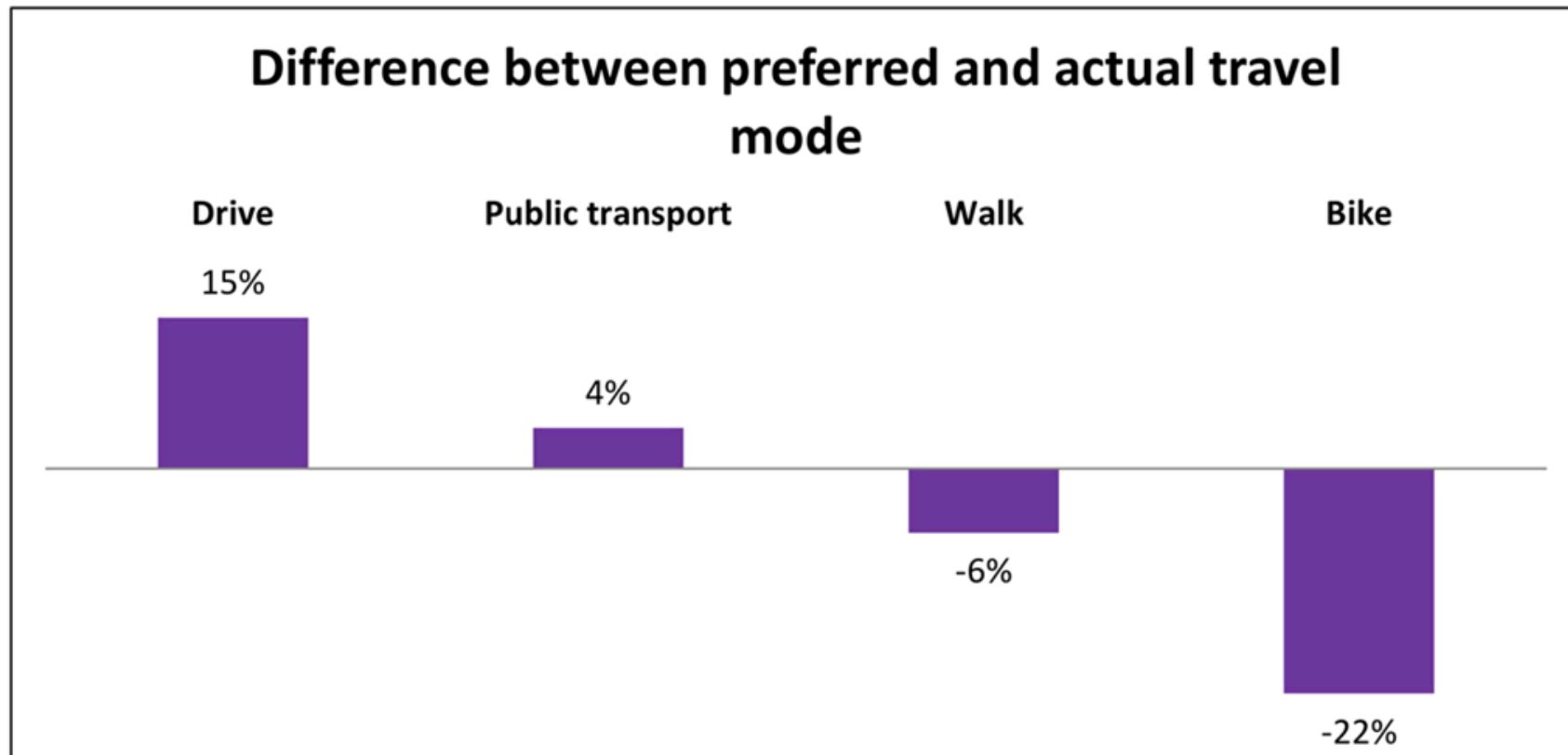


Specific recommendations

Innovating Streets



The data supports more radical measures

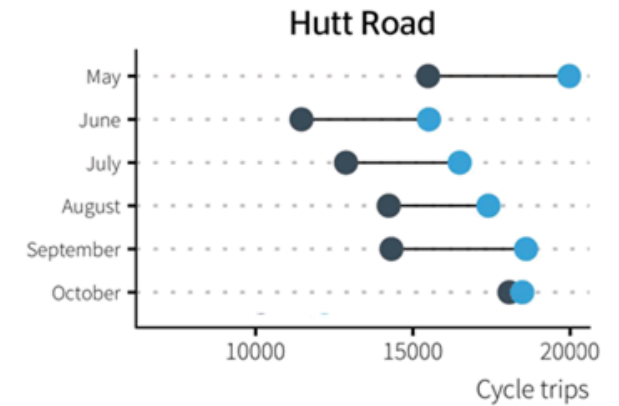
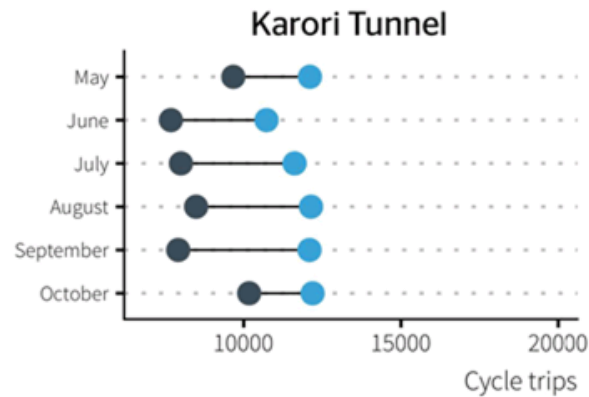
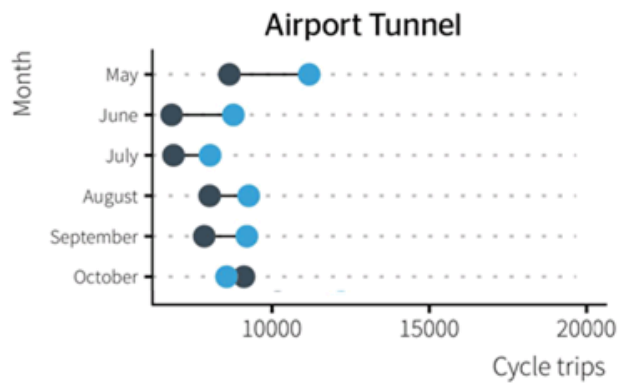


We're substantially increasing use in Wellington

Monthly cycle counts

2018 versus 2019

Year ● 2018 ● 2019



Source: Wellington City Council/Oliver Bruce

What abouts?

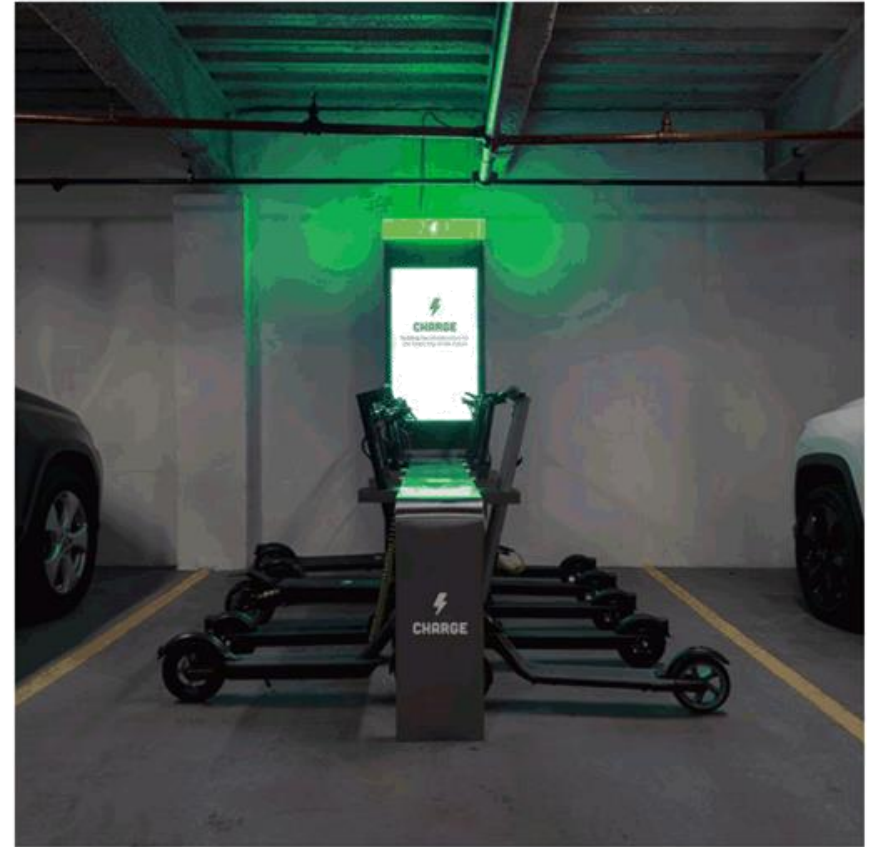
Safety



Safety infrastructure framework:

- More 'Rori Iti' / Little Roads
- 30kph in urban centres
- Appropriate mixed use areas

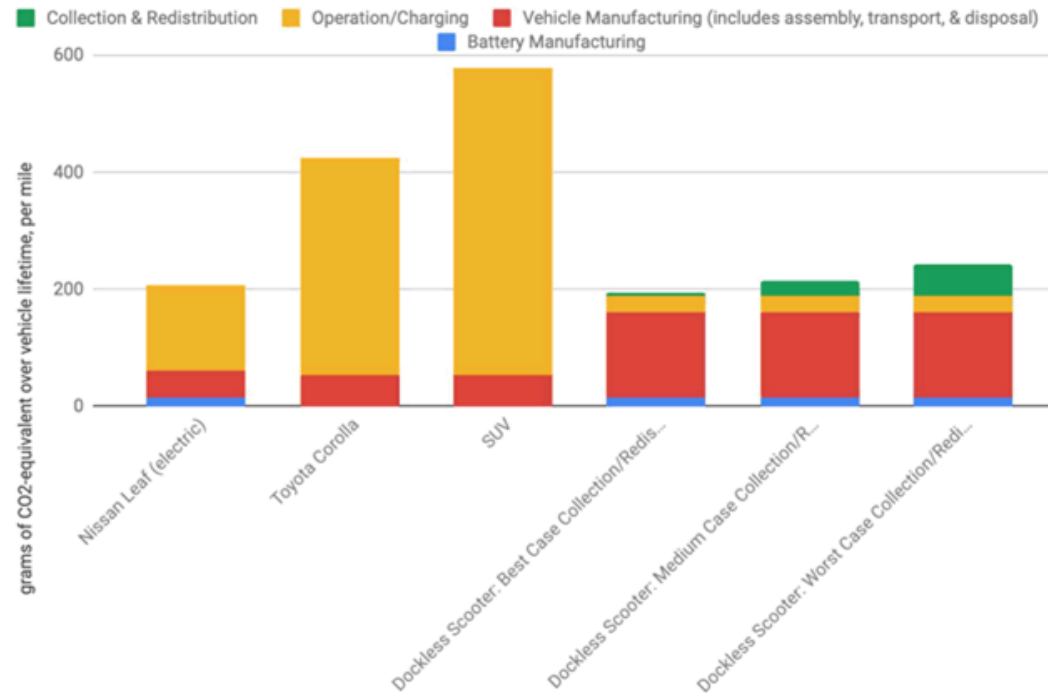
Parking



Appendix

Overall emissions from short vehicle life (Wellington)

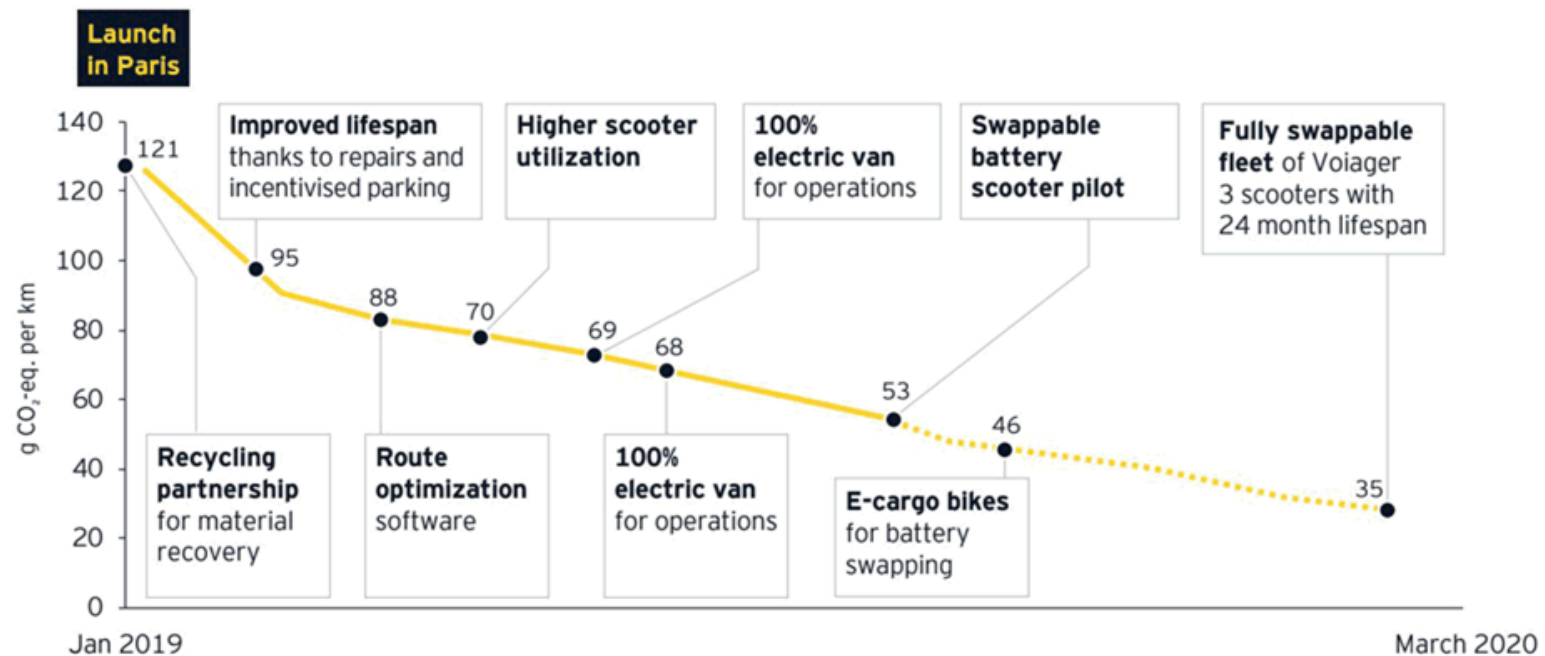
Total Life Cycle Emissions of Dockless Scooters vs. Cars, on per-mile basis
(end of 2019 - Wellington)



Overall emissions from short vehicle life (Wellington)

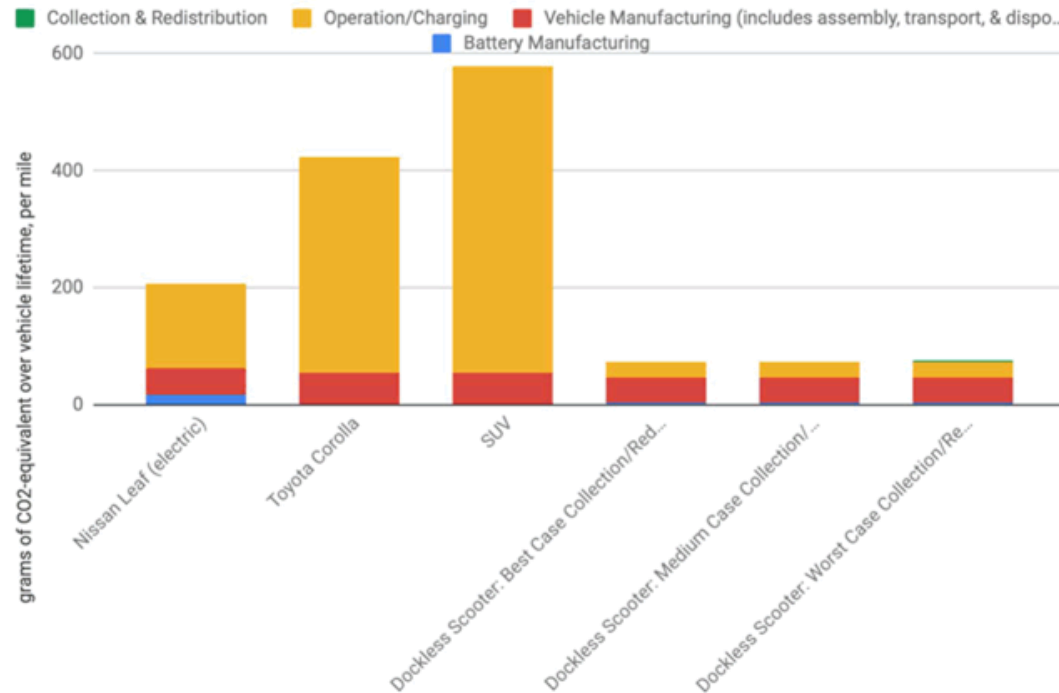
Voi's Paris service CO₂ emissions have been cut by 71% since launch

The impact of Voi's improvement initiatives in Paris



Overall emissions from short vehicle life (Wellington)

Total Life Cycle Emissions of Dockless Scooters vs. Cars, on per-mile basis
(Swappable battery, electric operations, 24 month lifespan)





**BIG STREET
BIKERS**

SMART CITY INFRASTRUCTURE FOR HEALTHY TRANSPORT.

Mercury 

 **WAKA KOTAHI**
NZ TRANSPORT
AGENCY

BIG STREET BIKERS

We're a NZ owned Social Enterprise
working in partnership with



PHANTOM

to establish an urban transport network that's
better for the wellbeing and wallets of
everyday kiwis, and the planet.

WELLINGTON CENTRAL PILOT NETWORK



- ***Free to WCC and Citizens***
- ***Immediate solution to help alleviate scooter parking issues***
- ***Te Ata Kura - establishes infrastructure for affordable carbon zero transport***
- ***Proven technology***

LOCKY DOCK

*Modular solutions for
smart city parking*



bikes, e.bikes & scooters



'Clip-on' docks for scooters





**NETWORK
INSTALLED IN
CHRISTCHURCH**

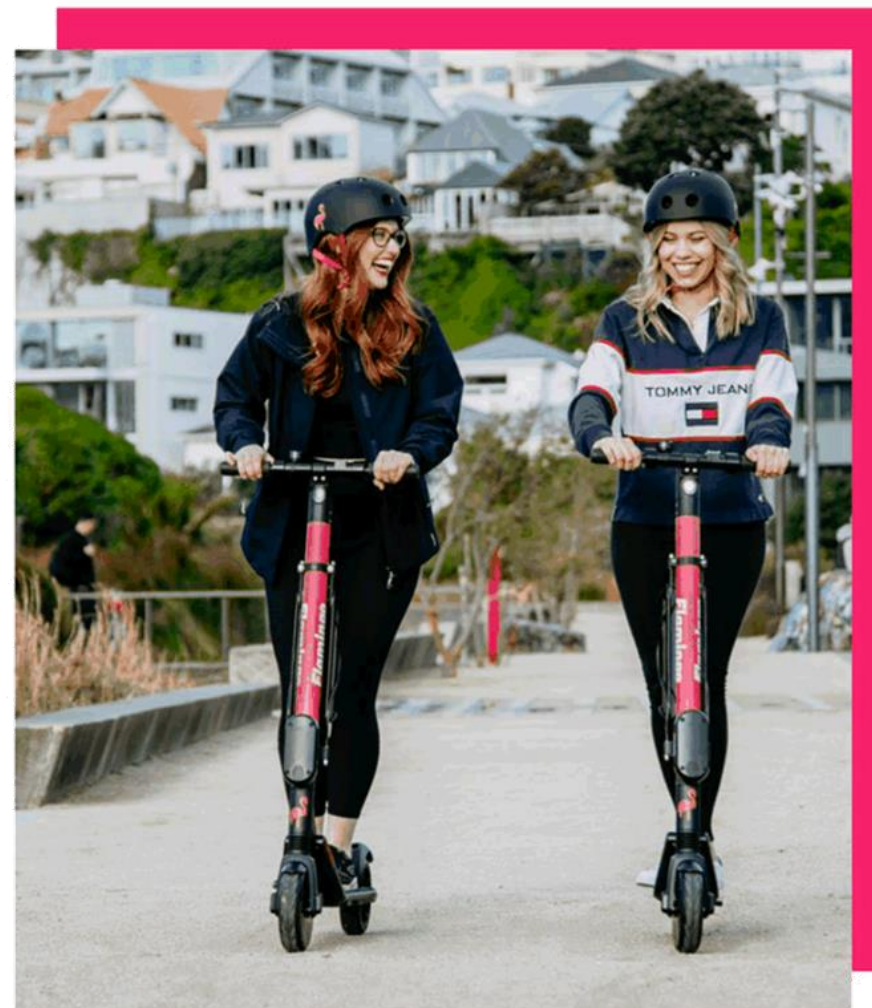
*All set to
go for
Wellington!*



Public Hire Electric Scooter Evaluation

21 May 2020

Flamingo



270k



rides by 42k users.

65%



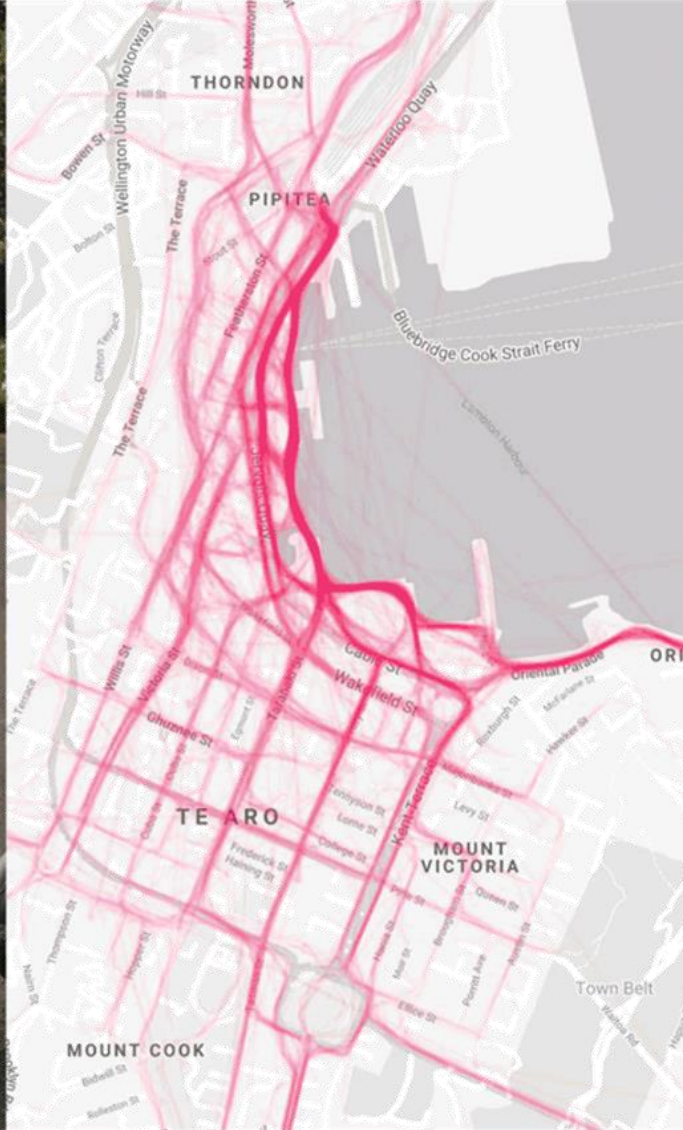
'all' or 'most' are riding e-scooters safely and responsibly.

72%



'maybe' or 'definitely' continue.

E-scooters were largely seen as fun, vibrant, convenient and positive for the environment.



Item Tabled documents at public participation

Ongoing Improvements



- More specific public awareness campaigns.
- Improved rider education.
- Facilitate higher cycle lane and road adoption.

Parking



Parklets



Parking Deciles

Future of E-Scooters in Wellington



Cargo E-Bikes



Swappable Batteries



**Public Transport
Integrations**

