

Reference: TR 108 –17

Location: Dixon Street, Te Aro

Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to 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. In addition to the 16 spaces approved by Council's City Strategy Committee in June this year, it is proposed that 22 spaces be allocated being:

- 21 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Background

In June 2016, Wellington City Council adopted the Low Carbon Capital Plan which outlined a pathway to reduce carbon emissions by 80% by 2050.

The Low Carbon Capital Plan focuses on three pillars of climate change action: greening Wellington's growth, transforming the Capital's transport use and for Council to lead by example, partnering with organisations to fund more sustainable and environmentally-responsive ways of operating.

In an effort to change the way we move, WCC is committed to making it easier for Wellington City residents to either not own a personal vehicle, or to own personal vehicles which operate on sustainable alternatives to fossil fuels.

Mobile emissions make up the largest segment of Wellington City's emissions profile. Having a high-quality diverse transport system is key to Wellington's economic, environmental and social success as well as meeting the city's climate change targets.

In order to make sure the city is on track to achieve this, the following measures have been outlined in the 2016-2018 implementation plan:

- Support car-share schemes
- Promote electric vehicle uptake, including providing electric vehicle charging stations
- Invest in walking, cycling, and public transport modes
- Advocating for lower fares and a fully electric public transport fleet
- Advocate for greater support for the development of biofuels

As part of the commitment to supporting car sharing and electric vehicle charging, WCC is investigating up to 100 car parks citywide over the three year period between 2016 and 2018. This includes 30 car parks in the CBD and 70 in the suburbs. These parks will be available based on demand for car-share operations, electric vehicle (EV) charging infrastructure, or any other service which reduces the need to own a car or makes it easier to shift to sustainable transport fuels. This kind of support is in line with support WCC already offers to other providers of valuable transport options with public transport and taxis enjoying substantial road space across the city, including in high-value areas. This will also be done in an integrated way being cognisant of the impact on other important sustainable transport modes such as walking, cycling, and public transport.

Site Selection

A list of the selected sites can be found in Appendix A of this report. A broad outline of how they were selected is provided below.

1. EV car sharing – 21 parking spaces at 7 sites

The locations of the EV car sharing spaces were selected in conjunction with the service provider. The provider indicated where the demand was highest for their service, as well as providing evidence that their service was well-used. WCC worked with the provider in selecting parking spaces that were currently less well-used in order to minimise the overall impact on the city's parking provision. These spaces were selected to maximise visibility, ease of access, and viability for car sharing.

2. Traditional car-share – 1 parking space at 1 site

In accordance with Wellington City Council's car sharing policy, this car-share space was provided where demand could be demonstrated. Similar to the selection of the EV car sharing sites, the traditional car-share space was selected in conjunction with

the car sharing provider. The provider demonstrated the demand was high for their service at the selected location. The spot was also selected to maximise visibility, ease of access, and viability for car sharing.

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

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

Proposal For This Particular Site

This traffic resolution report seeks to convert one P120 metered car park on Dixon Street into a parking space dedicated to car-share vehicles. The P120 time restriction will be removed.

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 | 25 July 2017 |
| 2) Feedback period closes. | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 14 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Dixon Street	<i>P120 Maximum, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 34 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 23 metres.</i>

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

Column One	Column Two	Column Three
Dixon Street	<i>P120 Maximum, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 34 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 17.5 metres.</i>

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

Column One	Column Two	Column Three
Dixon Street	<i>Car share, at all times</i>	<i>North side, commencing 51.5 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 5.5 metres.</i>

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Approved By: Steve Spence (Chief Transport Advisor)

Date: 18 July 2017

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PROPOSED TRAFFIC RESOLUTION

Traffic Resolution Plan:



Appendix A – List of Sites

Ref No.	Location	Type of Site	CBD/Suburb
TR108-17	Dixon Street	Traditional car sharing spaces	CBD
TR109-17	Tennyson Street	Electric vehicle car sharing spaces	CBD
TR110-17	Oriental Parade		Oriental Bay
TR111-17	Roxburgh Street		Mount Victoria
TR112-17	Tasman Street		Mount Cook
TR113-17	Tinakori Road		Thorndon
TR114-17	Kelburn Parade		Kelburn
TR115-17	Aro Street		Aro Valley