

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9:30 am
Date: Thursday, 7 September 2017
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Eagle
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 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

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

1.1 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.

1.2 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.

1.3 Confirmation of Minutes

The minutes of the meeting held on 24 August 2017 will be put to the City Strategy Committee for confirmation.

1.4 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.

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.

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.

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

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.

2. Operational

TRAFFIC RESOLUTIONS - ELECTRIC VEHICLES AND CAR SHARE

Purpose

1. Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. It is proposed that a total of 27 parking spaces will be for electric vehicle car sharing, with associated charging facilities, and 1 standard car sharing space (Dixon Street), allocated in accordance with the Car Sharing Policy.
2. These locations are listed in the attachments in this report.
3. By introducing this mix of parking for fast and medium EV charging and car sharing, all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Summary

1. The proposed resolutions were advertised either on 18 April or 25 July 2017, giving the public 18 days to provide feedback.
2. All feedback received during the Consultation period has been either placed in Appendix 1 (Attachment 1) if it is general feedback across all parking spaces, or in the individual traffic resolutions if it is specific to that site.

Recommendation/s

That the City Strategy Committee:

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

a.	Car Share Vehicle Parking Space - Bolton Street, Wellington Central (TR 56 – 17)		
	Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Bolton Street	Loading zone, P15, at all times.	North side, commencing 26 metres east of its intersection with Mowbray Street (Grid coordinates, x= 1748624.6 m, y= 5428697.3 m), and

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			extending in an easterly direction for 12 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Bolton Street	Car share, at all times	North side, commencing 26.0 metres east of its intersection with Mowbray Street (Grid coordinates, x= 1748624.6 m, y= 5428697.3 m), and extending in an easterly direction for 17.7 metres.
b. Car Share Vehicle Parking Space - Victoria Street Slip Lane, Wellington Central (TR 57 – 17)			
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Victoria Street (Slip lane) East side	Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.	East side slip lane, commencing 15.1 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 34.5 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Victoria Street (Slip lane) East side	Car share, at all times	East side slip lane, commencing 40.6 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 9.0 metres.
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Victoria Street (Slip lane) East side	Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.	East side slip lane, commencing 15.1 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly

			direction following the kerb line for 25.5 metres.
c.	Car Share Vehicle Parking Space - Dixon Street, Te Aro (TR 108 –17) Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dixon Street	P120 Maximum, Monday to Saturday 8:00am - 6:00pm.	North side, commencing 34 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerblines for 23 meters.
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dixon Street	P120 Maximum, Monday to Saturday 8:00am - 6:00pm.	North side, commencing 34 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerblines for 17.5 meters.
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dixon Street	Car share, at all times	North side, commencing 51.5 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerblines for 5.5 meters.
d.	Car Share Vehicle Parking Space - Tennyson Street, Wellington Central (TR 109 – 17) Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tennyson Street	Metered parking; P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerblines 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 41.0 metres.

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	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tennyson Street	Car share, at all times	Southwest side, following the kerbline 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 11.4 metres.
	Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tennyson Street	Metered parking; P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 169.9 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 29.6 metres.
e.	Car Share Vehicle Parking Space - Oriental Parade, Oriental Bay (TR 110 – 17)		
	Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Oriental Parade	P120; Monday to Saturday 8:00am - 6:00pm.	North side, following the kerbline 849 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 29.5 metres. (5 parallel carparks)
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	<i>Oriental Parade</i>	<i>P120; Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 849 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m,</i>

			<i>Y=5989030.810441 m) and extending in an easterly direction for 11.3 metres. (2 parallel carparks)</i>
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Oriental Parade	Car share, at all times	North side, following the kerbline 860.3 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 18.2 metres. (3 parallel carparks)
f.	Car Share Vehicle Parking Space - Roxburgh Street, Mount Victoria (TR 111 – 17)		
Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Roxburgh Street	P60, Monday to Saturday, 8:00am - 6:00pm.	Westside commencing 24 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 12.5 meters
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Roxburgh Street	P60, Monday to Saturday, 8:00am - 6:00pm.	Westside commencing 24 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 6.0 meters.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Roxburgh Street	Car share, at all times	Westside commencing 30.0 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western

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			kerbline for 18.0 meters.
g.	Car Share Vehicle Parking Space - Tasman Street, Mount Cook (TR 112 – 17) Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tasman Street	Car share, at all times	East side, following the kerbline 102.8 meters north of its intersection with Rugby Street and extending in a northerly direction for 18.0 meters (3 parallel spaces).
h.	Car Share Vehicle Parking Space - Tinakori Road, Thorndon (TR 113 – 17) Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tinakori Road	P120 Monday to Friday, 9:00am-4:00pm, Saturday 8:00am-6:00pm	West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 meters.
	Tinakori Road	P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.	West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 meters.
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tinakori Road	P120 Monday to Friday, 9:00am-4:00pm, Saturday 8:00am-6:00pm	West side, commencing 27.3 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 47.2 meters
	Column One	Column Two	Column Three
	Tinakori Road	P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.	West side, commencing 27.3 meters north of its intersection with Upton Terrace and extending in a northerly

			direction following the western kerbline for 47.2 meters
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Tinakori Road	Car share, at all times	West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 16.0 meters
i. Car Share Vehicle Parking Space - Kelburn Parade, Kelburn (TR 114 – 17) Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Kelburn Parade	P120, Monday to Saturday, 8:00am - 6:00pm.	West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction for 28 meters.
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Kelburn Parade	P120, Monday to Saturday, 8:00am - 6:00pm.	West side commencing 141.7 metres from its intersection with Salamanca road and extending in a southerly direction following the western kerbline for 5.5 meters.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Kelburn Parade	Car share, at all times	West side commencing 124.7 metres from its intersection with Salamanca road and extending in a southerly direction following the western kerbline for 17.0 meters.
j. Car Share Vehicle Parking Space - Aro Street, Aro Valley (TR 115 – 17) Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			

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	Column One	Column Two	Column Three
	Aro Street	P20, Monday to Saturday 8:00am - 6:00pm.	North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Aro Street	P20, Monday to Saturday 8:00am - 6:00pm.	North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 17.7 meters.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Aro Street	Car share, at all times	North side, commencing 231.7 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 18.0 meters.

Background

1. In June 2016, Wellington City Council adopted the Low Carbon Capital Plan which outlined a pathway to reduce carbon emissions by 80% by 2050.
2. 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.
3. 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.
4. 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.
5. 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.
6. 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

7. A list of the selected sites can be found in Appendix 2 (Attachment 2) of this report. A broad outline of how they were selected is provided below.

Car-share – 28 spaced total (27 electric and 1 standard)

- i. In accordance with Wellington City Council's car sharing policy, these parks were only provided where demand could be demonstrated. The twenty eight car-share spaces were selected in conjunction with the car sharing provider. The provider demonstrated where the demand was highest for their service and provided the evidence that their service was well-used.
 - ii. WCC helped the service provider in selecting spots that are currently less well-used to minimise the overall impact on the city's parking provision. They were also selected to maximise visibility, ease of access, and viability for car sharing.
 - iii. 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.
8. Based on the above analysis, Wellington City Council officers propose to introduce dedicated car-share spaces by replacing existing parking bays.

Attachments

Attachment 1.	Appendix 1 - General Feedback and Officer's Responses	Page 18
Attachment 2.	Appendix 2 - List of Locations	Page 22
Attachment 3.	TR56-17 Bolton Street	Page 23
Attachment 4.	TR57-17 Victoria Street Slip Lane	Page 28

Attachment 5.	TR108-17 Dixon Street	Page 33
Attachment 6.	TR109-17 Tennyson Street	Page 38
Attachment 7.	TR110-17 Oriental Parade	Page 43
Attachment 8.	TR111-17 Roxburgh Street	Page 48
Attachment 9.	TR112-17 Tasman Street	Page 53
Attachment 10.	TR113-17 Tinakori Road	Page 57
Attachment 11.	TR114-17 Kelburn Parade	Page 66
Attachment 12.	TR115-17 Aro Street	Page 71

Author	Tom Pettit, Senior Advisor, Climate Change
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

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

Policy and legislative implications

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

Risks / legal

None identified.

Climate Change impact and considerations

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

Communications Plan

Not applicable.

Health and Safety Impact considered

Health and Safety has been considered.

APPENDIX 1

GENERAL FEEDBACK ACROSS EVERY PROPOSED SPACE

Submitter: Sally King

Agree: Yes

In principle, yes, as a 2 year trial. However, the final outcome needs to be agreed with by the affected local community - i.e., those who live directly in that vicinity and use cars (either their own or shared) for transportation.

Submitter: Jonathan Zukerman

Agree: Yes

Anything to encourage the use of share vehicles will reduce the number of private cars needed in the city.

Submitter: Alex Crossan

Agree: Yes

We should be providing as many opportunities to support electric cars and car sharing as possible to reduce environmental impact.

Submitter: Brent Efford

Agree: Yes

I support in principle with all car-share and particularly electric vehicle initiatives, wherever.

Submitter: Elizabeth Yeaman - Energy Efficiency and Conservation Authority

Agree: Yes

As part of the Government's Electric Vehicle programme, EECA is co-funding projects which help accelerate the uptake of electric vehicles through the Low Emission Vehicles Contestable Fund. EECA is providing co-funding of \$500,000 to Mevo to demonstrate plug-in hybrid electric vehicle car sharing in Wellington. Operating an electric vehicle in New Zealand reduces carbon dioxide emissions by 80% (when operating on the battery). EECA is supportive of the proposed changes as they contribute to facilitating the uptake of lower carbon transport options and the success of the car share project we are co funding.

Submitter: Mevo Supporters – 172 submissions

Agree: Yes

I am writing to express my support for the traffic regulation changes as proposed on your website, specifically the changes related to parking spaces for Electric Vehicles and Car Sharing closing on August 11th 2017. Generally, I also wish to express my support for Mevo and any moves to make more pods available across the city.

As a vibrant, growing city, Wellington should be supporting modern alternatives to car ownership that have been proven internationally to reduce congestion, save

residents and the city money, and increase liveability for everyone.

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

Phil Burgess	Jake Leckey	Frazer Black
Tom Cully	Ryan O'Connell	Murray Whyte
Finn Lawrence	Jenna Baker	Penny McDonald
Luke Dodd	Hugo Lawrence	Jae Warrander
Sam Goddard	Maire Boyce	Anna Kivi
	Holindu	
Shayne Thurston	Abhayagunawardena	Fran Bellingham
Brenda Black	Glynn Tulloch	John Holloway
Alison McLeish	Erueti Brown	Liviu Sas
Hayden Montgomerie	Colin Salisbury	Alan England
Richard Scott	Ashlyn Baum	Thomas Humphrey
Joern Scherzer	Christina Houghton	Genevra Mayle
Kimberley Anderson	Russell Silverwood	Sam Parkin
Kim Anderson	Simon Morris	Prak Sriitharan
Alex Komarovsky	Connor Finlayson	Jessica Crayford
Hannah Glaeser	Arthur McGregor	Linda Pannekoek
Miriam Ramos	Nicole McCrossin	Meg Matthews
Miriam Ranos	Anne Heynes	Aileen Burnett
David Montgomerie	Mandy Simpson	Jarred Bishop
Jude Douglas	Dan Tong	Craig Burt
Nick Hyland	Leroy Oldbury-Ashworth	Lisa Kelly
Trish Given	John Campbell	Laura Bishop
Simon Gooch	Christina Bell	Jo Clendon
Kate Goodman	Zainal Wahid	Carl Wairau

Jonathan Teppett	Rebecca Stewart	David L
Robert Whitefield	Anake Goodall	Alice Thomson
Aidan Lawrence	Nicole Oliver	Sebastian Clarke
Jack Shennan	Chris Radley	Amir Haq
Teresa Maguire	Chris Dutton	Leigh Adgo
Josh Wright	Tafa Tupua	Chris Rowe
Cameron Clark	Peter Kerr	Caleb Watson
Billie Gruschow	Jason McDonald	Aaron Robert John Power
Callum Anderson	Shane Kelly	Nicole Jones
Jinna Zwanikken	Thomas Seear-Budd	Anne Rowe
Rene Versteegh	Ana Henderson	Rosina Morfey
Matt Barnes	Sophie Jacques	Jess Chisholm
Tannia Louis	James Blackie	Zack Holmes
Sasha Webb	Rory Harnden	Bryan Hall
Kevin Doran	Steve Sim	Josiah Lester
Etainia Dagda	Samantha Ryan	John Andrews
Sarah Zydervelt	Akil Narayana	Susan Yorke
Tim Rastall	Jesse Lamb	Conor Sligo
Trish Duffy	Alex Cooper	Jason Campbell
Erin Todd	Darryl Joyce	Jack Larsen
Moss Bowering-Scott	Kelly Gray	James Burgess
Paul Callister	Dave Shanks	Yanos Fill-Dryden
Nick Ravaji	Geoffry Sams	Brenden Mischewski
Corbin Andrews	Kaiori Mcguinniety	Michael Jones
Graeme Hart	Til Steinmetzt	Damian Love
Matthew Page	Victor Komarovsky	Olivia Sayegh

Paul Barry	Doug Ferry	Stephen Rivers-McCombs
Jenny Buckler	Chris Evans	Peter Bell
Kathleen Cushing	Heloise Kerr-Newell	Mayu Suzuki
Adele Mason	Dianca Mitchell	Skalk Van Der Merwe
Angus Hodgson	Rosie Wall	Hayden Patel
Paul Kelly	Adrien Taylor	Angeline Thornley
Che-Yu Hsu	Johnny Gibson	Ben Murray
Jonathan Goodwin	Simon Millar	Marcel Lister

Appendix 2 – List of Sites

Ref No.	Location	Type of Site	CBD/Suburb
TR56-17	Bolton Street	Electric vehicle car sharing spaces	CBD
TR57-17	Victoria Street Slip Lane		CBD
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

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 56 – 17
- Location:** Bolton Street, Wellington Central
- Proposal:** Car Share Vehicle Parking Space
- Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse 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 and the current consultation for 21 spaces for electric vehicle car sharing and 1 space for traditional car sharing, it is proposed that 6 additional electric vehicle car-share spaces be allocated at Victoria Street and Bolton Street.

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

Proposal For This Particular Site

This location was consulted on in May 2017 but due to infrastructure requirements to allow electric car share vehicles to operate from these locations, the bays proposed to be converted to car share use have changed slightly. WCC re-consulted on the proposed adjustments. The effective change is to move two parking bays at Bolton Street from the south side of the street to the north, and all three bays at the Victoria Street slip lane from the west side to the east. No further feedback was received.

This traffic resolution report seeks to convert three P120 metered car parks on Bolton Street (parking bays No. 2109, 2110 and 2111) near its intersection with The Terrace into parking spaces dedicated to car-share vehicles. Existing time restrictions on these parking spaces 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.

PROPOSED TRAFFIC RESOLUTION

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

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes | 15 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 7 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Bolton Street	<i>Loading zone, P15, at all times.</i>	<i>North side, commencing 26 metres east of its intersection with Mowbray Street (Grid coordinates, x= 1748624.6 m, y= 5428697.3 m), and extending in an easterly direction for 12 metres.</i>

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

Column One	Column Two	Column Three
Bolton Street	<i>Car share, at all times</i>	<i>North side, commencing 26.0 metres east of its intersection with Mowbray Street (Grid coordinates, x= 1748624.6 m, y= 5428697.3 m), and extending in an easterly direction for 17.7 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 29/08/17

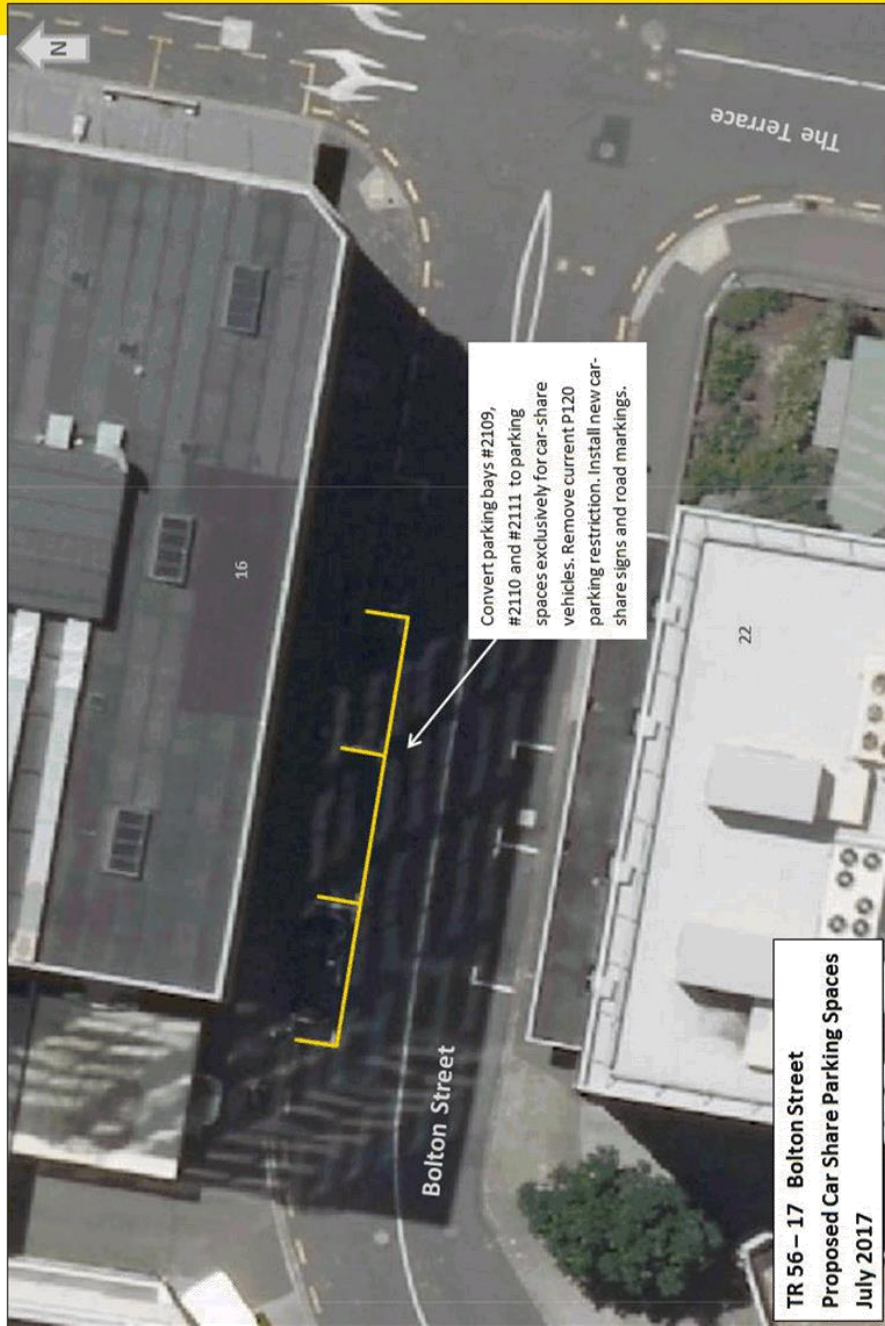
WCC Contact:

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Wellington 6140
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Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	203	96.6%
No	7	3.4%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 57 – 17

Location: Victoria Street Slip Lane, Wellington Central

Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse 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 and the current consultation for 21 spaces for electric vehicle car sharing and 1 space for traditional car sharing, it is proposed that 6 additional electric vehicle car-share spaces be allocated at Victoria Street and Bolton Street.

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

Proposal For This Particular Site

This location was consulted on in May 2017, however unfortunately, it was discovered that the electricity infrastructure at the specific parking bays selected was inadequate for the purpose intended. There were, however, spaces in the near vicinity that served the necessary purpose. WCC re-consulted on the new spaces and no further feedback was received.

This traffic resolution report seeks to convert three P120 metered car parks on Victoria Street Slip Lane (parking bays No. 3713, 3714 and 3715) near its intersection with Ghuznee Street into parking spaces dedicated to car-share vehicles. Existing time restrictions on these parking spaces 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.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes | 15 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 7 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Victoria Street (Slip lane) East side	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side slip lane, commencing 15.1 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 34.5 metres.</i>

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

Column One	Column Two	Column Three
Victoria Street (Slip lane) East side	<i>Car share, at all times</i>	<i>East side slip lane, commencing 40.6 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 9.0 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One

Victoria Street (Slip lane) East side

Column Two

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

Column Three

*East side slip lane, commencing
15.1 metres south of the slip
lane inception (Grid Coordinates
X= 2658614.8 m, Y=5988995.4
m) and extending in a southerly
direction following the kerb line
for 25.5 metres.*

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date:

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



Item 2.1 Attachment 4

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	202	97.5%
No	5	2.5%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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.

Proposal For This Particular Site

This traffic resolution report seeks to convert one P120 metered car park near outside 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 | 7 September 2017 |
| 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 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 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 23 meters.</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 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 17.5 meters.</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 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 5.5 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 29/08/17

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	186	99.4%
No	1	0.6%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Appendix 1 for general comments.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 109 –17

Location: Tennyson Street, Wellington Central

Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse 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.

Proposal For This Particular Site

This traffic resolution report seeks to convert the three angled P120 metered car parks near 35 Tennyson Street into parking spaces 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 7 September 2017
- 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 F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tennyson Street	Metered parking; P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 41.0 metres.

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

Column One	Column Two	Column Three
Tennyson Street	Car share, at all times	Southwest side, following the kerbline 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 11.4 metres.

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

Column One	Column Two	Column Three
Tennyson Street	Metered parking; P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 169.9 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 29.6 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford (Principal Traffic Engineer T/L)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 29/08/17

WCC Contact:
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



Wellington City Council | 4 of 8

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	187	99.4%
No	1	0.6%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

Please see below for specific comments relating to this location:

Submitter: Jan Moore - Capital Care Health Centre
Agree: No

The three car parks in question are right outside the door of our medical practice. The parks are used regularly by our patients, often the elderly, people with disabilities or mothers with small children & babies. We respectfully suggest the proposed Car Share Vehicle Parking space be positioned at the Tory Street corner of Tennyson Street, rather than right at the door of our medical centre, causing much inconvenience to our patients.

Officer's Response:

The point of the submitter is of course taken, and we consider the needs of the elderly, people with disabilities and families as paramount. There is ample parking on both sides of the street here to cater to the needs of those constituencies.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 110 – 17
Location: Oriental Parade, Oriental Bay
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.

Proposal For This Particular Site

This traffic resolution report seeks to convert three P120 car parks outside 245 Oriental Parade into parking spaces 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. | 7 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
Oriental Parade	<i>P120; Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 849 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 29.5 metres. (5 parallel carparks)</i>

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

Column One	Column Two	Column Three
Oriental parade	<i>P120; Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 849 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 11.3 metres. (2 parallel carparks)</i>

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

Column One	Column Two	Column Three
Oriental Parade	<i>Car share, at all times</i>	<i>North side, following the kerbline 860.3 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 18.2 metres. (3 parallel carparks)</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 29/08/17

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 2.1 Attachment 7



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	186	100%
No	0	0%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 111 – 17

Location: Roxburgh Street, Mount Victoria

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.

Proposal For This Particular Site

This traffic resolution report seeks to convert 18.0 metres of P60 car parks outside 7-9 Roxburgh Street into three parking spaces dedicated to car-share vehicles. The P60 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. 7 September 2017
- 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 A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Roxburgh Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm.</i>	<i>Westside commencing 24 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 12.5 meters.</i>

Previously incorrect

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

Column One	Column Two	Column Three
Roxburgh Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm.</i>	<i>Westside commencing 24 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 6.0 meters.</i>

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

Column One	Column Two	Column Three
Roxburgh Street	<i>Car share, at all times</i>	<i>Westside commencing 30.0 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 18.0 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford (Principal Traffic Engineer T/L)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 29/08/17

WCC Contact:
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	187	100%
No	0	0%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 112 – 17
Location: Tasman Street, Mount Cook
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.

Proposal For This Particular Site

This traffic resolution report seeks to convert an 18.0m long section of coupon parking bay outside 7 Tasman Street (immediately north of the driveway of 1 Tasman Street) into three parking spaces dedicated to car-share vehicles.

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 | 7 September 2017 |
| 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
Tasman Street	<i>Car share, at all times</i>	<i>East side, following the kerbline 102.8 meters north of its intersection with Rugby Street and extending in a northerly direction for 18.0 meters (3 parallel spaces).</i>

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

Approved By: Steve Spence (Chief Transport Advisor)

Date: 29/08/17

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



Wellington City Council | 3 of 8

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	187	100%
No	0	0%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 113 – 17
Location: Tinakori Road, Thorndon
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.

Proposal For This Particular Site

This traffic resolution report seeks to convert the three P120 car parks near 292 Tinakori Road into parking spaces 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 | 7 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
Tinakori Road	<i>P120 Monday to Friday, 9:00am - 4:00pm, Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 4 metres north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 metres.</i>

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.</i>	<i>West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 meters.</i>

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

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Monday to Friday, 9:00am - 4:00pm, Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 27.3 metres north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 47.2 metres.</i>

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.</i>	<i>West side, commencing 27.3 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 47.2 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Tinakori Road	<i>Car share, at all times</i>	<i>West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 16.0 meters.</i>

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 29/08/17

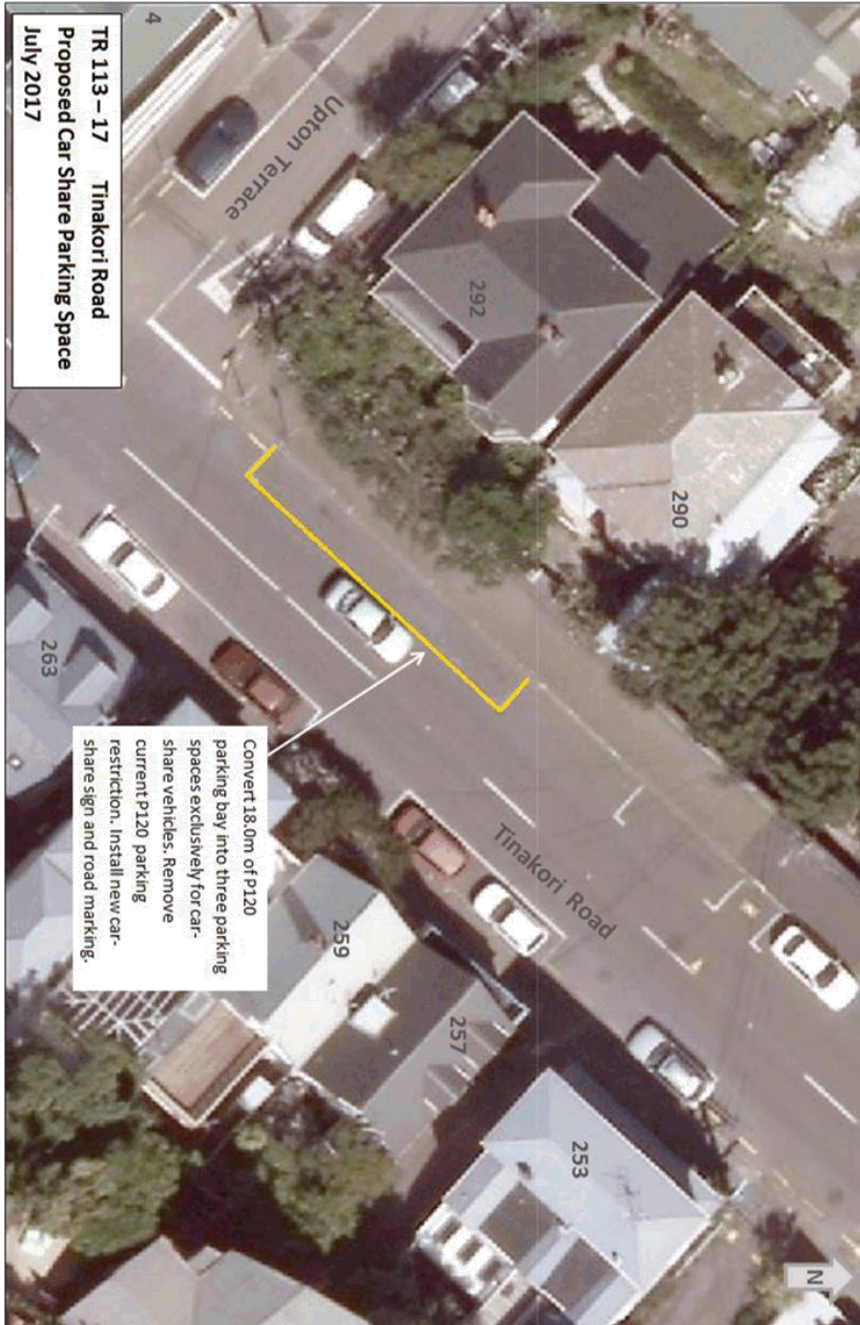
WCC Contact:

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

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 2.1 Attachment 10



Traffic Resolution Plan:

FEEDBACK RECEIVED

Feedback received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	187	97.9%
No	4	2.1%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

Please see below for specific comments relating to this location:

Submitter: Sally King
Agree: Yes

This submission is made on behalf of family members at 9 Upton Tce. Our submission is to support a 2 year TRIAL of the proposal to gauge use and support from the local community before proceeding to a permanent change. We live in 2 dwellings, on one property with a total of 8 permanent residents - 5 of whom are of legal age to own and drive a vehicle. We do not have any off street parking or garages. We own 2 vehicles, consistent with the policy of WCC that allows of 2 on-road parking permits per address. Each of the two families has just one vehicle each. We regularly share our 2 vehicles to manage the demands of our busy households, and have done so for the 15 years we have resided at the property. It is not without some inconvenience, but is entirely manageable. The Council proposal is consistent with our personal commitment to reduce the ownership of personal vehicles. We would consider using council's shared vehicles. As the proposed vehicles are electric, we presume a charging facility will be provided with the parking so that the vehicles can be recharged, otherwise the efficiency and effectiveness gains are greatly reduced to users. On that basis, we therefore support the proposed changes for a trial period of two years. The context in which this decision, which is to remove on-street parking and effectively 'privatise' its use for a particular community of interest, does need further discussion however. There are considerable inconsistencies in how parking is allocated that create disincentive to the community to engage with council's broader transport and environmental objectives. These need resolution alongside the new proposals. For example, while individuals who have off-street parking and/or garages also have access to on 2 on-street permits, the incentives remain for leveraging the limited parking in the community for individual gain. It is not unusual for property owners with garages to then lease or rent their off-street parking and garages (garages which, with driveway access from roadways have already removed on-street car parking). They then also make available to their tenants (or use for themselves) on-street permits. Therefore a household with a double garage can effectively remove 1-2 parking spaces for the community; take 2 further permitted on-street spaces for the property in addition to having 2 off-street parking spaces in via their garages. This effectively 'privatises' and creates significant gain for the property owner at the expense of their community and is inconsistent with the direction of the Council. In our view parking should be allocated to those who reside in the community, consistent with the size of household, taking into

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account the garages and off street parking on the property. A permanent household of two, for example, ought not to be able to 'capture' the equivalent of 5 or 6 spaces (per the example above). Those who reside in the community ought to have precedence (so parking is not available to out of zone commuters by dint of owners (often landlords not residing locally) renting off-street parks to non- residents, or, as happens in some cases, effectively selling on-street permits. To proceed with the shared cars and parking proposal without providing a consistent approach for existing parking does nothing to resolve the council's long term direction and indeed further confuses the community as to the underpinning rationale. With these factors in mind, we propose a 2 year trial, to both gauge the use and community support for shared cars and parking in Tinakori Rd and to find solutions to the to replace the very out of date (and inconsistent with Council objectives) car parking policies now in place. Please feel free to call me to discuss further my submission. I would like to present in person.

Submitter: Pippa Kettle
Agree: No

With the Shepherds Arms restaurant/bar at 285 Tinakori Road on some week nights it is already difficult for residents to find a park in this area as patrons not only take up all the P120 parks but quite often also park in residents parks (there is never any traffic infringement at this time of the night). Taking more parks for EV charging will only make this worse. Further to that due to general parking constraints in this area the retail and cafes along Tinakori Road have never appeared to be very successful. Once again taking more P120 / general parks for EVs will only make this worse.

Officer's Response:

The submitter's points are valued and taken on board. However, as the parks are being taken for car sharing, rather than EV parking, it is important to keep in mind that car sharing tends to decrease parking demand in an area – as each car sharing vehicle around the world has been shown to avoid the purchase of or inspire the disposal of 10-15 vehicles as people sign up for the service. As a result you should see a net parking availability increase in Thorndon.

Submitter: Charlotte McInnes
Agree: No

There are not enough carparks for residents and their visitors in this part of Tinakori Road currently. To reduce the number of carparks in an area where parking problems already exist makes absolutely no sense at all and will create an even greater problem than we have currently, not solve a problem. This is clearly a very poorly thought through proposal.

Officer's Response:

The submitter's points are valued and taken on board. However, as the parks are being taken for car sharing, rather than EV parking, it is important to keep in mind that car sharing tends to decrease parking demand in an area – as each car sharing vehicle

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around the world has been shown to avoid the purchase of or inspire the disposal of 10-15 vehicles as people sign up for the service. As a result you should see a net parking availability increase in Thorndon.

Submitter: Bruce Lynch – The Thorndon Society
Agree: No

1. The Thorndon Society generally supports the Council's Car Share Policy and endeavours to promote sustainable transport options. However, the proposals in respect of parking in the vicinity of 292 Tinakori Road (Reference TR113-17) are not supported because heritage and character considerations have not been taken into account.
2. It is understood the proposed changes will facilitate installing charging stations similar to those near the Oriental Bay boat harbour, shown in the photo below. The Society is particularly concerned that installing charging stations will detract from heritage and townscape qualities.
3. The heritage values of Thorndon are well known and have been well documented in the Thorndon Heritage Project Report 2008. In this report Tinakori Road is identified as having extremely high architectural and townscape values. At the southern end there is a rich representation of 19th century period architecture with a high degree of authentic development.
4. The heritage and townscape qualities of the area have also been recognised in the District Plan over a very long period. The Tr 113-17 are located within the Thorndon Character Area and close to the Thorndon Shopping Centre Heritage Area. Premier House nearby at 260 Tinakori Road is a listed heritage building as is the adjacent dwelling at 292 Tinakori Road. There are also houses with notable home plaques at 251 and 253 Tinakori Road.
5. Under Policy 4.2.2.1, the District Plan seeks to maintain the character of the inner residential suburbs and in respect to Thorndon includes the following statement: *The Thorndon Character Area covers a substantially intact remnant of the original fabric of the city. Many of the buildings date from the founding of the City as we know it by European settlers in the mid-nineteenth century. Most of buildings in the area are modest workers' cottages and include some small dwellings built for the colonial militia. The grouping of colonial cottage and gardens centred around the Thorndon town centre, remains relatively intact and is of historical significance to the Wellington region and to New Zealand as a whole. The Council is concerned to ensure that any new building works acknowledge and respect the character and predominant patterns of the area.*
6. The Society is concerned that the investigations and assessments for selecting area TR113-17 have not considered heritage or character issues. It is believed that if the analysis had included such matters a different determination would have been made. The Society considers that there is sufficient clutter of poles and traffic signage in Tinakori Road at present and that sitting vehicle charging stations there will add to this clutter. The proposal is seen as the 'think end of the wedge' which will lead to a proliferation of on-street charging stations in the Thorndon Character Area over time.

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7. The Society is also concerned that the Council resource consent planners have not consider the status of on-street vehicle charging stations under the District Plan. It is possible that within the Thorndon Character Area a resource consent will be required so a decision on this matter should not be pre-empted by an decision under the current proceedings.
8. The Thorndon Society requests
 - a. That no action be taken on the TR 113-17 proposals in respect of installing vehicle charging stations until the status of these structures has been determined under the Operative District Plan.
 - b. Notwithstanding (a) above it is requested that further assessments be undertaken to select any car share parking spaces within the Thorndon character or heritage areas involving the installation of charging stations, taking into account heritage and townscape values, and that the results be made available to interested parties.

Officer's Response:

The submitter's points are valued and taken on board. Officers have evaluated the district plan impact of charging stations across the city and view them as not requiring a resource consent. These charging stations are also a necessity to deliver the Council's vision of supporting electric vehicle uptake – and particularly so for car sharing. Officer's certainly do not dispute – they in fact embrace – the heritage nature of Thorndon, but the nature of car parked in these three bays and charging stations associated with those three cars are not likely to compromise these important values.

Submitter: Robin Archibald
Agree: No

I refer to your letter dated 21 July 2017 which included details of the W.C.C.'s intention to amend parking requirements in front my property at 290 Tinakori Road (amongst other areas). I was grateful for the clarification about aspects of the notification that you gave me when I rang you on 24 July but you did present a different picture from that which I drew from the actual written document.

1. If I understood the document correctly, on page 4 and page 5 (map), the proposed change refers to (ordinary)car-sharing outside 290 and 292 Tinakori Road at all times. However, page 6 says that this specific area shall be ev- car-sharing. This seems to be contradictory.
2. However, when I spoke to you, I gathered that the three car parks (currently P120 until 9.00 p.m.) will be changed to ev- car charging spaces with one-hour limitation for charging rental ev cars that have been leased from a commercial entity. And not for car-parking as such. This contradicts the wording on the map on page 5.
3. I object to the hi-jacking of ordinary car parks in this heavily-residential area to make way for a purely commercial entity for the following reasons:

PROPOSED TRAFFIC RESOLUTION

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The eastern side of this section of Tinakori Road certainly has parks designated for residents only. However, currently, the Western side has P120 restrictions and is used by a mixture of residents, visitors and health professionals attending residents, tradespeople, commuters (especially), shoppers and diners using the restaurants and pub nearby.

Residents in the area currently can utilise the P120 spaces after 9.00 p.m. They wouldn't be able to use these parks under the restriction outlined on your page 4. While I am in favour of car-sharing and the development of electric cars, the installation of three meters to be used only by vehicles rented out by some commercial entity is an intrusion and a disadvantage to the residents in this Historic Zone E. Surely leasers of e-cars can have their own chargers on their own business sites and also perhaps on other existing commercial sites such as the garage further north on Tinakori Road. On page 2 you say that the 'service provider' was able to indicate where the need was highest for e car-chargers. How on earth he was able to do this when there aren't many e-cars around is beyond my comprehension. I observe vehicle movements outside these two properties and have done so for years. In addition to the moving of commuter cars every two hours during business hours, there is a constant juggling by the above-mentioned people to access the three parks in front of 290 and 292. I cannot imagine that these spaces that you want to deprive us of will be filled constantly with e-cars having their hourly charge so you can imagine the frustration of other would-be parkers seeing three spaces empty throughout much of the day which they couldn't use. Private owners of e-cars will most likely be able to charge their vehicles at home, obviating the need to use commercial charging stations. I would have thought it impossible to ascertain the odds of someone renting a car in Wellington needing to recharge their vehicle somewhere other than at the commercial premises .

Thank you for the opportunity to voice my opinion.

Officer's Response:

The submitter's points are valued and taken on board. There is some miscommunication – as officers noted during a phone call these spaces are for car sharing vehicles, which tend to increase parking supply as the members of the car club "shed" their own personal vehicles. The spaces are not being provided for non-locals to charge their vehicles, but precisely to offer locals access to vehicles for shared use.

PROPOSED TRAFFIC RESOLUTION

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Reference: TR 114 – 17

Location: Kelburn Parade, Kelburn

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.

Proposal For This Particular Site

This traffic resolution report seeks to convert a 17.0m long section of P120 parking bay outside 24-26 Kelburn Parade into three parking spaces 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 7 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

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Legal Description:

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

Column One	Column Two	Column Three
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm.</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction for 28 meters.</i>

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

Column One	Column Two	Column Three
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm.</i>	<i>West side commencing 141.7 metres from its intersection with Salamanca road and extending in a southerly direction following the western kerbline for 5.5 meters.</i>

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

Column One	Column Two	Column Three
Kelburn Parade	<i>Car share, at all times</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca road and extending in a southerly direction following the western kerbline for 17.0 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Approved By: Steve Spence (Chief Transport Advisor)

Date: 29/08/17

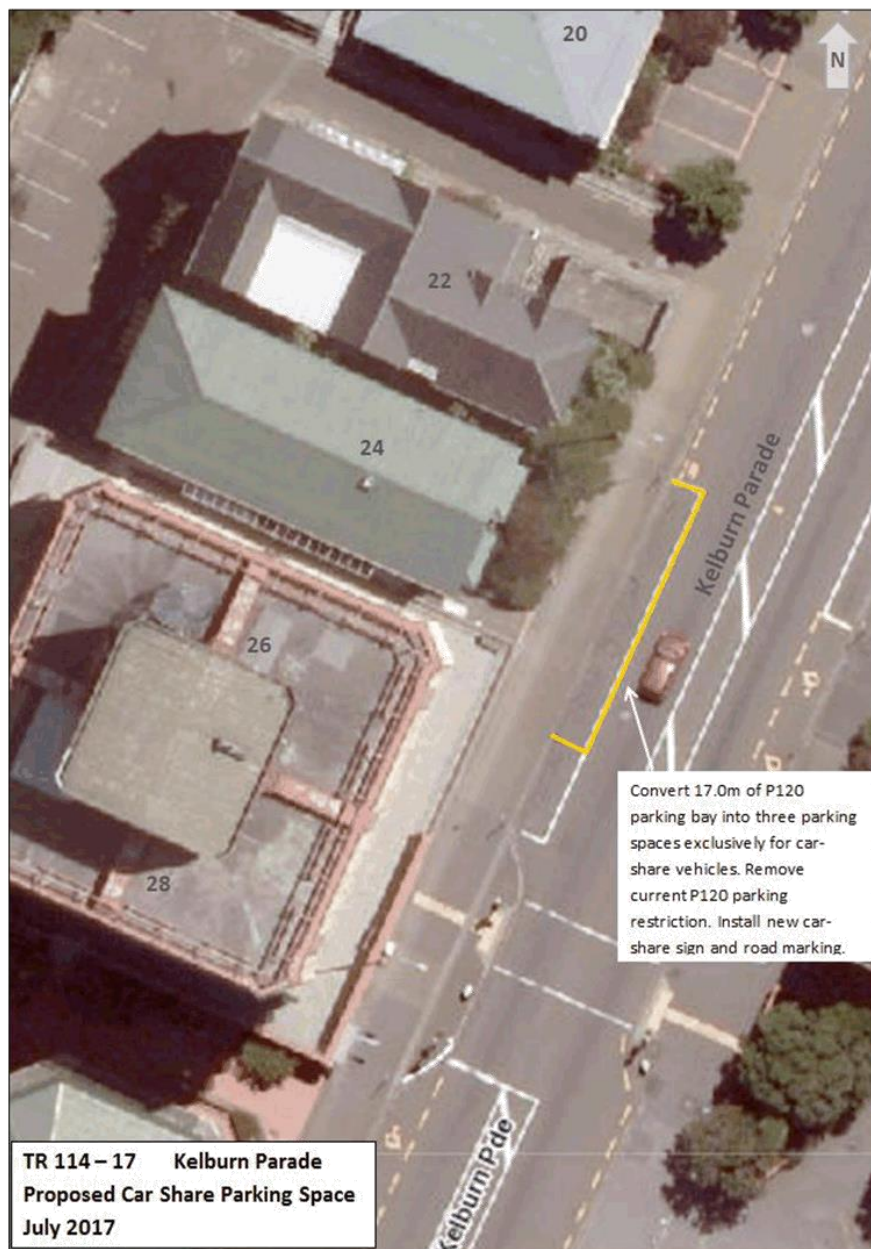
WCC Contact:

Tom Pettit
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PROPOSED TRAFFIC RESOLUTION

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Traffic Resolution Plan:



Wellington City Council | 4 of 8

FEEDBACK RECEIVED

Absolutely Positively
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Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	184	99.4%
No	1	0.6%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

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Reference: TR 115 – 17
Location: Aro Street, Aro Valley
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.

Proposal For This Particular Site

This traffic resolution report seeks to convert an 18.0m long section of the P20 parking bay opposite 61 Aro Street (outside Aro Park) into three parking spaces dedicated to car-share vehicles. The P20 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 | 7 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Legal Description:

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

Column One	Column Two	Column Three
Aro Street	<i>P20, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 26 meters.</i>

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

Column One	Column Two	Column Three
Aro Street	<i>P20, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 17.7 meters.</i>

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

Column One	Column Two	Column Three
Aro Street	<i>Car share, at all times</i>	<i>North side, commencing 231.7 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 18.0 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

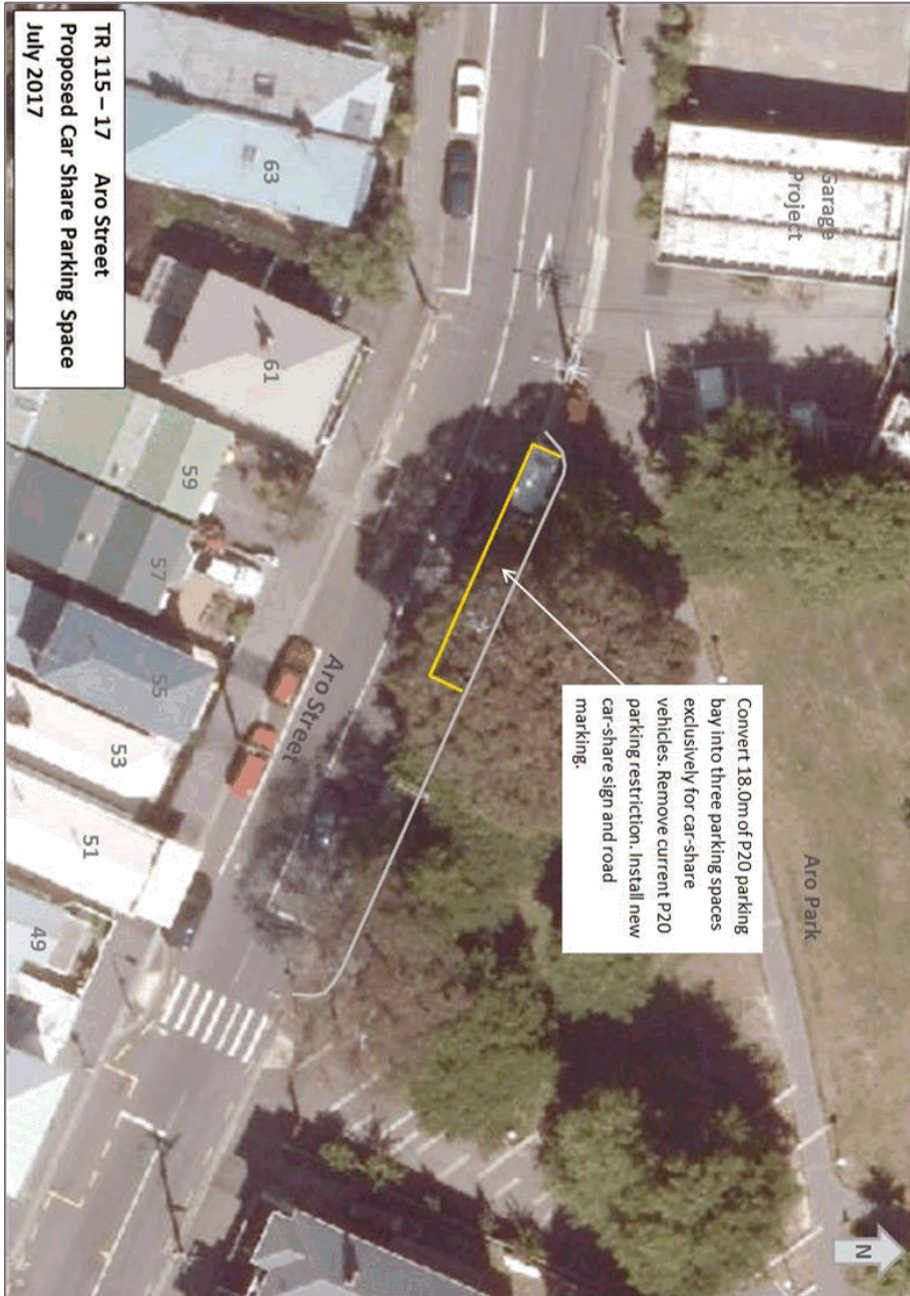
Date: 29/08/17

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

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Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	185	98.9%
No	2	1.1%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

Please see below for specific comments relating to this location:

Submitter: Ingrid Downey
Agree: Yes

I do except I have an alternative solution that could work better - would you consider placing the car share spaces where the parking is behind the toilet block and next to Garage Project? It would seem that having those vehicles off the street would be safer and it makes it easier for the users to head off in any direction on Aro. Thank you!!! This will be a wonderful service we will make use of.

Submitter: Martin Wilson
Agree: No

There are several parking spaces in 'St John Street' that are intended to be for community centre users, and pre-school drop-off, but have not been correctly signposted for some years. They have become unregulated free parking, mainly for Garage Project staff and then later in the day for their customers. This would be an ideal site to be (landscaped? and) regulated as car share parking and electric car charging. (Hopefully a carshare business can be encouraged to provide fully electric vehicles.) There is capacity for future growth of the car share and charging into all the several carpark spots there. The 20 minute parking on Aro St functions very well at present, for community centre and pre-school drop-off, and for the frequent public toilet users. I say, use the ideally suited specialist (but currently under-utilised) St John St area for the specialist purpose.

Officer's Response:

The submitter's valid points are noted, and in time consideration may be given to the car parks on St. John's Street for other purposes than their current purpose. These nearby carparks will serve the community in much the same way as the ones on St. John's St.

Submitter: Brent Efford
Agree: Yes

PROPOSED TRAFFIC RESOLUTION

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I am likely to make use of this facility after giving up ownership of my own car and support any initiative to enable uptake of electric vehicles. Many Aro Valley residents like myself do not have off-street vehicle access and the provision of on-street EV charging would be crucial to enabling our use of zero-emission vehicles. Please note that because of an inadvertent miss-key (which should not be so easy!) this is the second submission I have made on this item. If you can, please combine into one submission.

ELECTED MEMBER TRAVEL TO CANBERRA, AUSTRALIA 27 TO 01 OCTOBER. WITH GREATER WELLINGTON REGIONAL COUNCIL TO FOCUS ON LIGHT RAIL

Purpose

1. This report seeks approval from the City Strategy Committee for the Transport, Strategy and Operations Portfolio Leader to attend meetings and field trips alongside counterparts from the Greater Wellington Regional Council. Meetings have been confirmed with Mr Duncan Edghill, Deputy Director-General, Transport Canberra, Australia. There will also be field trips planned during the visit.

Summary

2. The meeting with Mr Edghill has been scheduled for Thursday 28 September, along with field trips in Canberra Australia to share knowledge relating to light rail options. The travel period will be between Wednesday 27 September, returning to Wellington on Sunday 1 October, 2017.
3. The purpose of the visit will be to learn about the strategies employed by the ACT government to progress a new light rail corridor for Canberra, linking the suburbs with the Central Business District.
4. Canberra has some innovative strategies for intensifying housing and industry along the proposed corridor and is evaluating options for capturing value uplift to assist in funding the project.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Agree to the Transport, Strategy and Operations Portfolio Leader to attend the meetings in Canberra, Australia, alongside Greater Wellington Regional Council counterparts to discuss and learn about light rail options, and undertake field trips.
3. Note that the cost is estimated at NZD1960 to be met by the Elected Members Budget.
4. Note that the Elected Member will provide a report back to the City Strategy Committee on Thursday 19 October, 2017.

Background

5. Transport Canberra are rolling out a Light Rail Network which will deliver a modern transport system that can meet the requirements of their growing and changing city.
6. Duncan Edghill, Deputy Director-General, at Transport Canberra, is heading the Light rail project for Canberra, and recently presented on "Procuring Light rail in a small jurisdiction" at the Driving Growth in Light Rail Conference in Sydney, Australia.
7. This project has potential similarities for Wellington, where there is a view that the current bus patronage to the south and east has the potential to meet the threshold for conversion to light rail within the next ten years.

8. Improving public transport and decreasing the reliance on the private car are key priorities for Wellington city and region, and fit within the guiding principles of the Let's Get Wellington Moving initiative – a joint New Zealand Transport Agency, Greater Wellington Regional Council and Wellington City Council project.
9. Depending on time, the Transport, Strategy and Operations Portfolio Leader will also meet city officials responsible for roads and transport planning, traffic and parking operations, and walking and cycling.
10. Canberra is one of Wellington's sister cities and this visit will help to strengthen our sister city relationship.

Estimated cost

11. The estimated cost of NZD 1960, 00 including flights and accommodation. This table below provides more details on the estimated costs. If the travel is approved, the costs will be met by the Elected Members Budget.

1. Item	2. Description	3. Estimated Total
4. Flights	5. Wellington to Canberra return	6. \$560.00
7. Taxi Fares	8. Transfers to airport	9. \$200,00
10. Accommodation	11. 4 nights	12. \$1000.00
13. Miscellaneous	14. Meals	15. \$200.00
16. Total	17.	18. \$1960.00

12. In line with Council policy, Carbon credits will be purchased to reduce the carbon footprint of these flights.

Next Actions

13. If the City Strategy Committee agrees to the Elected Member's travel to Canberra, Australia, to undertake meetings and site visits as outlined in this report, the Democracy Services team will work with the Elected Member to ensure that bookings and necessary arrangements are confirmed.

Attachments

Nil

Author	Crispian Franklin, Governance Team Leader
Authoriser	Anusha Guler, Head of Governance

SUPPORTING INFORMATION

Engagement and Consultation

Engagement and consultation has not been undertaken.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations required.

Financial implications

The proposed travel, and associated costs, will be covered by the Elected Members budget.

Policy and legislative implications

<insert text here>

Risks / legal

<insert text here>

Climate Change impact and considerations

Carbon Credits for international flights will be purchased inline with Council policy.

Communications Plan

A communication plan is not required for this report.

Health and Safety Impact considered

<insert text here>

ORAL HEARINGS FOR PROPOSED LONG-TERM LEASE AND SALE OF COUNCIL LAND AT SHELLY BAY.

Purpose

1. To provide a schedule of the submitters who are making an oral submission in support of their written submission on the proposed long term lease and sale of Council land at Shelly Bay. These hearings will be held over 2 days; the 7th and 8th of September.

Summary

2. The Council at its Council meeting on 26th April 2017 agreed to consult on the proposed long-term (125 year) lease and sale of Council's land at Shelly Bay.
3. Formal consultation took place between 17th July and 14th August 2017. Total submissions received were 1109, of which 107 have asked to be heard. A full copy of all the submissions is publically available on the Wellington City Council website.
4. Submissions are still being assessed, and this assessment will be fully reported back to Council on the 27th September.
5. The schedule of submitters who will be speaking and their submissions are attached (Attachment 1).

Recommendation/s

That the City Strategy Committee:

1. Receive all the submissions, hear the oral submissions and thank all submitters.

Background

6. At the Council meeting of 26th April 2017, officers presented a proposal for Council to consider the long-term lease and sale of Council land at Shelly Bay to support a proposed development of housing, commercial development and public open spaces by The Wellington Company in partnership with Port Nicholson Block Settlement Trust.
7. The meeting recommended that there be a public consultation to help inform Council in its decision making.
8. These oral hearings are a precursor to the Council meeting to be held on the 27th September where the substantive analysis of the submissions will be presented and an officer recommendation regarding the long-term lease and sale of Council land.

Next Actions

9. As noted, officers will report to Council on the 27th September with a detailed summary and responses to the submissions received and issues raised.
10. Recommendations will be proposed regarding the sale and long-term lease, and if appropriate, any terms and conditions on the sale and lease.

Attachments

- Attachment 1. Shelly Bay Oral Hearings Panel A 7 September 2017| Schedule and Submissions Page 84
- Attachment 2. Shelly Bay Oral Hearings Panel B 8 September 2017 | Schedule and Submissions Page 251

Author	Gerald Blunt, Design Manager
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

The detail of the public consultation that ran from the 17th July to the 14th August will be included in the Council report of 27 September.

Treaty of Waitangi considerations

The proposed development is being undertaken by Shelly Bay Ltd, of which one of the two partners is Port Nicholson Block Settlement Trust.

Financial implications

Financial implications will be reported on in the Council report of 27 September.

Policy and legislative implications

Policy and legislative implications will be reported on in the Council report of 27 September.

Risks / legal

Risks and legal will be reported on in the Council report of 27 September.

Climate Change impact and considerations

Climate change impacts will be reported on in the Council report of 27 September.

Communications Plan

Financial implications will be reported on in the Council report of 27 September.

Health and Safety Impact considered

There are no health and safety implications.

Shelly Bay Oral Hearings 7 September 2017 | Schedule and Submissions

Time	Submission No.	Name, First	Name, Last	Organisation	Page Number
9:30am	985	Angela	Foster	Havana Architects Group	1
9:30am	561	Angela	Foster	Havana Architects Group	5
9:35am	561	Frances	Velvin		5
9:40am	972	Alister	Smith		9
9:45am	500	Alan	Hucks		13
9:50am	42	Callum	Strong		17
9:55am	Buffer				
10:00am	95	Craig	Boyes		22
10:05am	443	Craig	Oliver		26
10:10am	560	Max	Meyers		30
10:15am	1116	Andrew	Muir		34
10:20am	488	Dan	Henry		36
10:25am	48	Duncan	McKee		40
10:30am-10.45am		MORNING TEA			
10:50am	1066	Mike	Britton	Wellington Branch of the Royal Forest and Bird Protection Society NZ Incorporated	43
10:55am	1066	Mike	Britton	Wellington Branch of the Royal Forest and Bird Protection Society NZ	43
11:00am	309	Michelle	Rush		49
11:05am	803	Nicole	Miller		
11:10am	804	Nicole	Miller		
11:15am	Buffer				
11:20am	727	Grahame	Hanns		53
11:25am	1072	Stan	Andis		57
11:30am	405	Ian	Cassels		63
11:35am	752	Yvonne	Weeber		66
11:40am	566	Jim	McMahon	Wellington Civic Trust	70
11:45am	566	Jim	McMahon	Wellington Civic Trust	70
11:50am	Buffer				
11:55am	597	Uli	Muellner		76
12:00pm	964	Jo	Copland		80
12:05pm	1016	Ruth	Pemberton		85
12:10pm	996	Tim	Bollinger		89
12:15pm	607	Richard	Burrell		93
12:20pm	1086	David	Graham	Scots Colleague Cycling Club	97
12:25pm	1086	David	Graham	Scots Colleague Cycling Club	97
12:30pm-1pm		LUNCH			
1:05pm	953	Leigh	Malcolm		103

Time	Submission No.	Name, First	Name, Last	Organisation	Page Number
1:10pm	429	David	Hazlett		107
1:15pm	1140	Faye	Bishop		111
1:20pm	581	Karen	Smyth		113
1:25pm	1087	Chris	Horne		117
1:30pm	Buffer				
1:35pm	631	Derek	McCorkindale		120
1:40pm	729	Russell	Tregonning		126
1:45pm	24	Sea	Rotman	Sustainable Energy Advice Ltd	130
1:50pm	24	Sea	Rotman	Sustainable Energy Advice Ltd	130
1:55pm	663	Nicole	McKee		134
2:00pm	332	Nicole	Swann		138
2:05pm	846	Nick	Tipping		142
2:10pm	Buffer				
2:15pm	374	Bernard	O'Shaughnessy		146
3:00-3.15pm		AFTERNOON TEA			
3:20pm	890	Thomas	Wutzler		151
3:25pm	1088	Thomas	Wutzler		155
3:30pm	1088	Thomas	Wutzler		155
3:35pm	186	Nina	Stevenson		161