PROPOSED TRAFFIC RESOLUTION

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Reference: TR 35 – 18

Location: Grey Street, Wellington Central
Metered Parking Bay #2403

Proposal: Electric Vehicle Charging Station, P60 Maximum, at all times.

Existing: Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.

Information: Summary

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

By introducing a 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.

In 2017, three car parking spaces were allocated for the installation of fast chargers. Subsequently it was found that technical obstacles prevented the installation of fast chargers there. Those car parking spaces will no longer receive a fast charger, and instead, three new car parking spaces will be identified.

The car parking spaces must face perpendicular to the flow of traffic, allowing a car to park either forward or rearward, making it possible for cars to connect to a fast charging station.

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

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Key Dates:

1)	Advertisement in the Dominion Post Newspaper	27 February 2018
2)	Feedback period closes.	16 March 2018
3)	If no objections received report sent to City Strategy Committee for approval.	19 April 2018
4)	If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.	

Legal Description:

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

Column One	***Column Two***	***Column Three***
Grey Street	*P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday8:00 - 6:00pm.*	*North side, commencing 5.5 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 4.8 metres (2 angled parking spaces).*

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

Column One	***Column Two***	***Column Three***
Grey Street	*Parking place in the form of electric vehicles only parking, P60 maximum, At all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm*	*North side, commencing 5.5 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space).*

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

Column One	***Column Two***	***Column Three***
Grey Street	*P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday8:00 - 6:00pm.*	*North side, commencing 7.9 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space).*

Prepared By: **Charles Kingsford** (Principal Traffic Engineer T/L)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **9 April 2018**

WCC Contact:

Sigurd Magnusson
Sustainability Advisor

Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone:+64 4 803 8697
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Traffic Resolution Plan:

Car parking space for fast charger shown by orange rectangle.
This is the car park closest to the intersection with Featherston Street.

Appendix A – List of Fast Charger Sites Being Relocated:

Ref No.	Location	Type of Site	CBD/Suburb
TR34-18	Barnett Street	Fast EV charging station	CBD
TR35-18	Grey Street		CBD
TR36-18	Inglewood Place		CBD

Feedback Received:

Name: **John Butt**
Address: **735 Marine Drive, Eastbourne, Lower Hutt**
Agree: **No**

This proposal has some excellent choices, eg Angle parking, Right angle parking to allow for rear side filler point and in the city. However: The need for fast chargers in the city is primarily for people under special circumstances, eg * visitors, * people who for some reason have forgotten to charge or * businesses who need a recharge to continue to operate in a single day The locations do not work well for any of these categories, ie * on a major route, * in an easy to get to location, * Where a queue can form To avoid EV cars parking the restriction should read '60mins while charging' An alternative improvement would be to find a space on highway 1/2, and install multiple units to limit the potential for queues. A great example would be the 8 parks at the south end of Marion St, which could be modified to be vertical and have 4 units suitable to stop a queue and available to incoming as well as outgoing users

Officers Response:

Diverse locations were carefully selected to boost public awareness, offer coverage in different parts of the city, and improve resilience in case of road closures or power outages. To minimise cost and complexity, car parks were selected that were already perpendicular and had sufficient electricity supply. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive.

Name: **Brian Worboys**
Address: **171 Bing Lucas Drive, Tawa**
Agree: **Yes**

I am an EV owner and will use a facility like this on an occasional basis when I need to top up the charge on my car to give a safe margin for returning home or additional travel during the day. As EV use in the city increases we will need more facilities like this. So this is just a step along the way. I make the following suggestions : 1. Queuing will be an issue. If several chargers are located at the same point rather than spread round the city, people needing a charge will know where to go rather than travel round in circles, clogging the traffic, looking for a free charge-point. The charge location should have provision for queuing and enable cars to present either front or rear of the car to the machine. Maneuvering to achieve this should be possible without needing to enter a normally trafficked road lane, for safety reasons. 2. Clearly stated and enforced, rules should include; 'This parking space is exclusively for the use of EVs in the process of charging' and 'Any vehicle which has been charging must vacate this parking space immediately charging is terminated. Failure to do so will incur a parking infringement fine' 3. P60 is longer than desirable and may cause frustration for other EV owners waiting to use the charger. For a fast-charger, P15 or P20 should be adequate and will help keep any queue that develops moving. If an EV owner needs more time, they can rejoin the queue, or if there is no queue, just re-park the car in the same spot. Where there is more than one changer at a location (a desirable situation) the parking time limit could be different for some, e,g, some at P15 to facilitate quick rotation of users, and others at P30 , possibly attractive to city residents relying on this charger for full charges as they don't have other charging options at home.

Officers Response:

1. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive.
2. Enforcement of EVs parked but not charging does not have legal support in our bylaw. The P60 timeframe is appropriate because of increasing battery sizes requiring this length of time to meaningfully recharge. Queuing is supported by vehicles parking nearby; there are multiple non-EV car parks adjacent at all proposed locations.

Name: **Tom Bennion**
Address: **181 Cuba Street, Te Aro**
Agree: **Yes**

Have a Nissan Leaf and inner city needs more fast chargers. Have had to wait several times at Vivian Street charger for other vehilces to clear, and the numebr of electric vehicles in the city is quickly growing. In addition, this proposal fits with the imperative to move ot a low emissions economy. Current government target of net zero emissions by 2050 requires transport to be essentially emissions free as soon as possible. In addition, lower emissions from internal combustion engines will mean improved health for people in the city.

Officers Response:

Support noted for the need to expand numbers of chargers, and, their contribution to meet 2050 low carbon goals.

Name: **Karin Won**
Address: **Not given**
Agree: **No**

I think they would be better located in not such high use areas in the CBD. My proposal would be to locate them on Thorndon Quay, near Freedom Furniture complex, where the long term parking is. There is also bus stops nearby as well. One could be located in the angle parking for front charging EVs and one across the road on the parallel parks for back charging EVS.
You would get a lot less aggro locating them there than in somewhere like Grey St which is very busy. All you will find if you locate in Grey St, is taxi drivers sitting there in the EV park and then driving off when a warden comes by. They do this all the time on Grey St opposite the Intercontinental.
Other Feedback - as a frequent user of inner city car parks I am finding it increasingly harder to find a park due to the decreasing numbers available to the general public. I noticed a large number of prime car parks being blocked off for ‘Mevo car share only use' and I OFTEN see them empty. Is anyone monitoring the usage of these car share car parks and whether it is an effective use of CBD space?? Could these car share parks not have been located in parking buildings and not down on street level?
I’m all for less cars on the road but I’m not for car share carparks that are being underused and not available to the public. I realise also that Wellington retailers have enough of a battle to get customers without contending with less and less carparks available.
Also just another thought - could WCC consider offering free carparking or discounted parking for EV owners? Apparently there is a scheme like this running in London for EV owners. There are virtually no incentives for Wellington EV drivers. There is not even the use of T2 lanes offered to

them. I may be wrong but could someone point out the incentives available to Wellington EV owners apart from the reduced RUC which is a nationwide initiative.

Officers Response:

Inner city locations were chosen to support visitors to the city while they carry out their business, and to maximise awareness generation. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive. The Low Carbon Capital Plan consulted in 2016 gained strong support for 100 electric vehicle and car share parks; this consultation makes use of that quota and merely identifies a location for 3 of them. To support electric vehicle uptake, current Council policy is to work with partners to install fast charging and slow charging stations in the city and suburbs rather than to subsidise electric vehicle ownership. https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-(2016)

Name: **Chris Parkin**
Address: **Not given**
Agree: **Yes**

I just wanted to say it's great to see Grey St, Barnett St and Inglewood Place being proposed and I hope they go ahead.

Name: **Ruth Harper**
Address: **26 Farm Road, Northland**
Agree: **Not stated**

I live in Wellington and I own an electric car. I have considered the proposed locations for three fast chargers in Wellington and wish to submit the following feedback.

It would be much better to have all three located in one place - a fast charging hub. The advantage of a single location is that if one charger is in use the others are accessible or if not it is obvious where to queue. With three separate chargers driving between them will add to frustration and central city traffic woes.

This hub needs to be somewhere with easy flow off and onto the motorway as most users would be travelling long distances. It needs easy access to somewhere that sells takeaway coffee and sandwiches or similar. It does not need to be right in central city (e.g. Capital Gateway would be fine).

Wherever the car chargers are the signage needs to be clear that the parks are reserved for electric vehicles currently charging and that cars may be towed away 15 minutes after the charge is finished. This would set clearer expectations and free up the chargers more promptly.

Thank you for considering the needs of electric car owners.

Officers Response:

Diverse locations were carefully selected to boost public awareness, offer coverage in different parts of the city, and improve resilience in case of road closures or power outages. While multiple

adjacent chargers might convenience drivers, the electricity demands would currently be too expensive.

Few on-street locations in the city meet necessary criteria for a fast charger, including a) perpendicular parking, b) sufficient existing electricity supply, c) low volume of vehicle movements to aid safety in manoeuvring the vehicle and walking around it to plug it in, and d) sufficient space on the footpath for the charger installation; e) reasonable road network access and amenities; council is limited in its choices to move the location elsewhere.

Enforcement of EVs parked but not charging does not have legal support in our bylaw.

Name: **Tim Willis**
Address: **Not given**
Agree: **No**

I don't feel this is a good location for DC fast chargers for Electric Vehicles. In general I believe DC fast chargers should be put in locations where EV drivers go for the specific purpose of getting the most amount of power into their vehicle in the shortest amount of time, just as a combustion engine vehicle driver goes to a garage to put petrol/diesel into their vehicle. You go in, fill up your vehicle and then drive away, whilst the next person wanting to use the pump is queuing behind if all other pumps are busy. A public parking space will not give the best use of wither the space or the charging station. By looking at the proposal it would appear that these spaces are been promoted as EV parking spaces allowing the use to park for up to 60 minutes but also have a DC fast charger. With this in mind it would seem there is actually no requirement to charge your vehicle whilst parking in this space so I feel they are likely to be occupied by electric vehicles which are not using the DC fast charging station (as if they are like the other DC fast chargers in the area they charge 25c/KW plus 25c/minute) which will be detrimental to people who actually want, and need to use the fast charger to get power into their vehicles. If the space was being used for parking and not charging this would also be detrimental to the company running the DC fast charging station. If WCC is truely wanting to promote the use of EVs, these spaces (and more) would be fitted with medium speed (7Kw AC) charging points. This would work much more in line with the purpose of making a 'parking' space available for use by EVs. The EV user would get a 'priority' parking space and also have the advantage of putting some juice into their vehicle whilst they do so. I am all for there being more DC fast chargers in the city but believe they should be in a location that people go to with the sole purpose of getting as much power into their vehicle in the shortest time possible. Ideally this would mean there is more than one DC fast charger at these locations and require available room for other EVs to queue up to use the charger once the existing vehicle has finished. The spaces currently suggested give no room for other EV users to queue up until the DC fast charger is available. This would mean driving between three different locations (four including the single DC fast charger we currently have in the city) to see if the charger is available, and potentially continually driving between them until you find one available (which would be very much by chance). ChargeNet's website and app only shows if the charging station is currently in use, but it does not tell you if the space is occupied but the charger in not in use. This will be a big problem for people wanting to use the DC fast charger but find there is another EV driver using it as a parking space for up to 60 minutes. Please rethink about putting DC fast chargers in these locations and put medium speed (7Kw AC) chargers in these spaces instead. This would mean these spaces would get the best use and actually be of a best use to the EV community and a good promotion to increase the awareness and desirability to none EV drivers. I feel more medium speed charging spaces like these should be placed around the city. We are in desperate need for more DC fast chargers in Wellington City, but I really believe that these will be bad locations for these. Please find a location where all three chargers can be placed

together with room for other vehicles to queue to use the charging stations. It would seem to me that the car park at Wellington railway station would make the most sense I would think this would meet the power requirements for three 50Kw DC fast chargers, and there would be space for other vehicles to queue up. It also has the advantage of being of one of the main entrance/exits of the city, which presumably would be good as the main reason to fast charge a vehicle would be to do long distances.

Officers Response:

Diverse locations were carefully selected to boost public awareness, offer coverage in different parts of the city, and improve resilience in case of road closures or power outages. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive.

Few on-street locations in the city meet necessary criteria for a fast charger, including a) perpendicular parking, b) sufficient existing electricity supply, c) low volume of vehicle movements to aid safety in manoeuvring the vehicle and walking around it to plug it in, and d) sufficient space on the footpath for the charger installation; e) reasonable road network access and amenities; council is limited in its choices to move the location elsewhere.

Council agrees “medium speed (7kW AC) chargers” should be installed; several dozen such chargers will be installed in the city and suburban streets during the next 12 months.

Name: **Nathan Murrell**
Address: **123 Oriel Avenue,Tawa,Wellington**
Agree: **No**

The whole idea with electric vehicle fast charging stations is convenience and ease of use. The placements of these chargers fills neither of these two ideas. Fast chargers are beginning to be more heavily utilised by commercial operators who want the ability to charge and go in order to be able to continue with their business. The same goes for personal use. These proposed are all in heavily congested areas of the city and only have access to or from one-way roads of the CBD traffic network. The positions of these chargers will be difficult to get into and out of, and for some will require lengthy detours to either the next charge spot or around a large number of blocks due to traffic flows and one way streets if they are found to be in use or or blocked by inconsiderate couriers, taxis or other vehicles. The ideal situation would be that as designed by Tesla, where clusters of stations are set up in areas that are outside of peak traffic and foot traffic areas, so that there are multiple chargers able to be used at once. This minimises the possibility of chargers being unavailable for use when you arrive, minimising loss of time and money. I think all three locations are very ill-considered for the actual function that fast chargers serve.

Officers Response:

Diverse locations were carefully selected to boost public awareness, offer coverage in different parts of the city, and improve resilience in case of road closures or power outages. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive.

Few on-street locations in the city meet necessary criteria for a fast charger, including a) perpendicular parking, b) sufficient existing electricity supply, c) low volume of vehicle movements to aid safety in manoeuvring the vehicle and walking around it to plug it in, and d) sufficient space

on the footpath for the charger installation; e) reasonable road network access and amenities; council is limited in its choices to move the location elsewhere.