

HUTT CITY COUNCILKOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

Minutes of a meeting held via Zoom on,
Thursday 21 April 2022 commencing at 2.00pm

PRESENT:

(via audio-visual link)

Cr B Dyer (Chair)
Cr J Briggs (Deputy Chair)
Cr A Mitchell

Cr G Barratt
Cr K Brown

APOLOGIES:

Cr N Shaw

IN ATTENDANCE:

(via audio-visual link)

Mr K Puketapu-Dentice, Director Economy and Development
Mr J Kingsbury, Head of Transport
Mr J Scherzer, Head of Climate and Solid Waste
Mr R Soni, Traffic Engineer
Mr B Hu, Traffic Engineering Manager
Mr J Linders, Advisor Energy and Carbon – Climate and Solid Waste
Ms A Manda, Traffic Engineer
Ms T Lealofi, Democracy Advisor
Ms H Clegg, Minute Taker

PUBLIC BUSINESS**1. OPENING FORMALITIES - KARAKIA TIMATANGA**

Kia hora te marino	<i>May peace be wide spread</i>
Kia whakapapa pounamu te moana	<i>May the sea be like greenstone</i>
He huarahi mā tātou i te rangi nei	<i>A pathway for us all this day</i>
Aroha atu, aroha mai	<i>Let us show respect for each other</i>
Tātou i a tātou katoa	<i>For one another</i>
Hui e Tāiki e!	<i>Bind us together!</i>

2. APOLOGIESRESOLVED: (Cr Dyer/Cr Brown)**Minute No. TSC 22201**

“That the apology received from Cr N Shaw be accepted and leave of absence be granted.”

3. PUBLIC COMMENT

Comments are recorded under the item to which they relate.

4. CONFLICT OF INTEREST DECLARATIONS

There were no conflict of interest declarations.

5. RECOMMENDATION TO TE KAUNIHERA O TE AWA KAIRANGI | COUNCIL - 24 May 2022

Proposed Electric Vehicle Parking Restrictions at five locations (22/761)

Under public comment, Cr Dyer read a statement from the Co-ordinator of the Moera Community House. The statement detailed the Moera Community House's objection to the location of the proposed charging station being outside Moera Community House. The reason for the objection was because they did not want to lose two carparks next to the disabled carpark as it would result in difficulties for less abled members of the public to access the Moera Community House's programmes.

The Head of Climate and Solid Waste elaborated on the report. He advised of a correction to the table under paragraph 12, page 8 of his report whereby the number of 75kWh DC chargers in Wainuiomata should read "two", not "one". He added that it would be one unit with two charging outlets.

The Head of Climate and Solid Waste advised Council's Long Term Plan specified a roll-out of 20 electric vehicle charging stations. He advised that there were already two located at Seaview Marina and three about to be installed in Stokes Valley. He added the remaining 15 direct current charging outlets would be installed across the four sites outlined in the officer's report. He noted that this would be in addition to the 10 alternating current outlets that Meridian Energy Ltd (Meridian) was installing. He noted there were also eight charging outlets on private land at the Seaview Marina. He explained it was not financially feasible to install charging stations at the Ricoh Centre or at the Maungaraki Shopping Centre, due to a lack of adequate power supply and the excessive cost involved in upgrading the existing power supplies. He noted Meridian had already installed two alternating current charging outlets at the Ricoh Centre.

In response to matters raised under public comment, the Head of Climate and Solid Waste explained that no feedback had been received from the Moera Community House. He highlighted that the proposed charging station would not affect the number of existing disabled carparks.

The Advisor Energy and Carbon – Climate and Solid Waste advised that it could be possible to move the proposed Moera charging station further south. He highlighted this would incur costs which had not been budgetted.

In response to questions from members, the Head of Climate and Solid Waste confirmed the location of the Wainuiomata charging station was behind the hall and not in conflict with retail carparks. He advised charging station carparks would generally be self-policed noting initially Council's Parking Team may conduct a proactive visit or respond to a complaint of the carparks being blocked.

In response to further questions from members, the Head of Climate and Solid Waste advised the consolidation of charging stations to five sites occurred for cost reasons mainly driven by Wellington Electricity projected costs to upgrade electrical supplies. He acknowledged this had resulted in less coverage for the city. He explained that all charging station carparks utilised existing carparks and were not wide accessible carparks. He noted some were adjacent to accessibility carparks and that all charging stations could be activated remotely using the Meridian app noting that vehicles still required to be physically plugged in.

In response to further questions from members, the Head of Climate and Solid Waste advised a good relationship had developed with Meridian and that sharing of usage data would occur in the future. He further advised officers were in talks with Meridian regarding having the same charges per kilowatt. He highlighted that currently all installed charging stations were free as the app had not yet been launched. He acknowledged that some charging station sites may have slightly more charging outlets than first proposed. He confirmed Meridian was funding its own unit installation costs.

In response to a question from a member regarding revenue projections, the Head of Climate and Solid Waste advised the latest information was contained within the 2020 business case report and that once the app was operational, more data would be available to possibly update those predictions. He noted the national rebate scheme for the purchase of new electric vehicles and the increasing popularity of electric vehicle ownership would also increase demand for charging outlets.

MOVED: (Cr Dyer/Cr Briggs)

That recommendations (1)-(5) contained in the officer's report be approved.

AMENDMENT MOVED: (Cr Barratt/Cr Dyer)

That officers speak to the Moera Community House to explain the rationale behind the new stations and to enter into discussion with them regarding where new disabled carparks were necessary.

Cr Briggs spoke against the amendment. He considered the Amendment was an operational matter.

In response to a point of clarification from a member, the Head of Transport advised that discussions would be occurring with the Moera Community House as a matter of course.

Cr Barratt asked that officers hold discussions with the Moera Community House

in a timely manner.

The amendment was declared LOST on the voices.

Cr Mitchell expressed disappointment with the reduced distribution coverage of the charging stations. He understood the reasoning for this and supported the original motion. He asked officers to assess the accessibility aspects of the charging stations including cutting kerbing to provide easier access to the footpath from a charging station carpark.

Cr Dyer expressed support for the original motion. He supported the roll-out of the charging stations noting the benefits of the two different speeds of chargers. He asked officers to commence roll-out of phase two as soon as practicable.

RECOMMENDED: (Cr Dyer/Cr Briggs)

Minute No. TSC 22202

"That the Traffic Subcommittee recommends that Council

- (1) *notes that Electric Vehicle (EV) charging stations are proposed to be installed at the following locations:*
 - (a) *Fairway Drive (Avalon Playground);*
 - (b) *Randwick Crescent (Moera Library);*
 - (c) *Bowers Street (Koraunui Stokes Valley Community Hub);*
 - (d) *the Walter Nash carpark adjacent to Taine/Tocker walkway (Walter Nash Stadium);*
and
 - (e) *Queen Street (Wainuiomata Community Hub);*
- (2) *approves P120 EV Parking Restrictions, applicable at 'all times' for the sites as shown in Appendix 1 attached to the report;*
- (3) *approves the installation of road signs under the provisions of sections 2.2 and 2.3 of the Hutt City Council Traffic Bylaw 2017 and section 6.4 of the Land Transport (Road User) Rule 2004 and Traffic Control Device Manual, part 13, para graph 3.3.1(At All Times) and paragraph 4.4.1 (Time Limits ie P120) parking signs and markings – general and parking management;*
- (4) *approves the straightening of three car parks on Bowers Street (Stokes Valley Community Hub), as perpendicular carparks are preferred for EV charging, in order to allow vehicles to either nose in or reverse in so that cables can reach the vehicle's charging inlet; and*
- (5) *rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in this resolution."*

For the reasons that the proposed restrictions would facilitate the effective operation of the proposed EV charging stations, improve parking turnover and availability of the EV parks, benefitting both local businesses and their customers. The proposed changes have garnered support from the community and would support Council's Parking Policy (2017).

6. **INFORMATION ITEMS**

a) **Bus Stop Review Procedures** (22/830)

Memorandum dated 4 April 2022 by the Traffic Engineering Manager

Mr Raymond Malcolm, Service Delivery Advisor (Bus and Ferry Operations) from Greater Wellington Regional Council was in attendance for the item.

Speaking under public comment, **Mr B Spedding and Ms V Horrocks representing the Eastbourne Community Board ('the Board')** raised the Board's concerns with the Bus Stop Design Guidelines. Mr Spedding advised that the Board considered that the guidelines appeared to not permit any deviations to bus stop design as safety could be compromised or cost implications could arise. He explained the many different situations existing in the Eastern Bays areas including trees in carriageways, narrow footpaths, no cycle lanes and narrow carriageways. He also explained the Board requested flexibility of bus stop design to take into account local environment issues.

In response to questions from members, Mr Spedding advised that road corridor width was one of many issues that concerned the Board. He also advised he had not investigated how Wellington City Council's bus stop review was dealing with the local environment constraints in Wellington suburbs. He added that currently some bus stops in the Eastern Bays area had special platforms designed to assist with accessibility where the buses could not align with the road kerb.

The Head of Transport elaborated on the report. In response to matters raised under public comment he advised all bus stops were designed on a case-by-case basis with officers acknowledging the unique local environment of the Eastern Bays.

The Traffic Engineering Manager advised that the report focussed on procedures for the bus stop review rather than the actual bus stop designs. He confirmed all bus stops were assessed individually and that the guidelines were national Waka Kotahi designs and were not requirements.

In response to questions from members, Mr Malcolm advised that ideally bus stops required a 15m lead-in entry, a 15m long stop and a 9m exitway. He added that there were several instances in Wellington City where this was not achievable and he believed the same would be true of some Eastern Bays bus stops. He confirmed individual solutions may be necessary and that initially the standard design would be assessed for suitability and then modified if required for each bus stop. He agreed to inform the appropriate Greater Wellington Regional Council officers of the concerns raised by members, and advised he was standing in for the officer responsible for this programme (Ms Emma Tonks), as she was currently on leave.

In response to questions from a member, Mr Malcolm advised he was aware there may have been miscommunication regarding the programme in Wainuiomata and that he understood all dimensions of bus stops were being reviewed.

The Traffic Engineering Manager added that the review of bus stops in Wainuiomata had been completed in accordance with the procedure outlined in the officer's report with some designs being modified, by taking advantage of existing accessways and intersections to reduce the number of carparks required to be taken.

Cr Briggs thanked officers for undertaking the review of the procedure and stressed the need for community support with this bus stop programme so as to avoid undermining the public transport system. He encouraged officers from the two councils to continue their collaborations.

Cr Dyer acknowledged the often contentious situations regarding placement of and designs of bus stops and the fine balancing required between all parties.

RESOLVED: (Cr Dyer/Cr Mitchell)

Minute No. TSC 22203

"That the Traffic Subcommittee receives and notes this memorandum."

b) Traffic Subcommittee Forward Programme 2022 (22/760)

Report No. TSC2022/2/72 by the Democracy Advisor

In response to a question from a member, Cr Dyer explained the Beltway item had been divided into two parts with the on-street parking portion yet to be reported on.

In response to a question from a member, the Traffic Engineering Manager added that the current phase included the defects period and that a final 'sign-off' report in September 2022 would also report on the matter.

RESOLVED: (Cr Dyer/Cr Mitchell)

Minute No. TSC 22204

"That the Subcommittee receives and notes the Forward Programme for 2022 attached as Appendix 1 to the memorandum."

7. QUESTIONS

There were no questions.

8. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

Whakataka te hau ki te uru
Whakataka te hau ki te tonga
Kia mākinakina ki uta
Kia mātaratara ki tai
E hī ake ana te atakura
He tio, he huka, he hau hū
Tihei mauri ora.

*Cease the winds from the west
Cease the winds from the south
Let the breeze blow over the land
Let the breeze blow over the ocean
Let the red-tipped dawn come with a sharpened air.
A touch of frost, a promise of a glorious day.*

There being no further business the Chair declared the meeting closed at 3.05 pm.

Cr B Dyer
CHAIR

**CONFIRMED as a true and correct record
Dated this 24th day of May 2022**