

Chairperson and Community Board Members
WAIKANAE COMMUNITY BOARD

31 JANUARY 2017

Meeting Status: **Public**

Purpose of Report: For Decision

PARKING RESTRICTION FOR SINGLE ELECTRIC VEHICLE CHARGING POINT, TUTERE ST

PURPOSE OF REPORT

1. An electric vehicle charging point is going to be established at the Spark phone box on Tutere St. This report seeks the Waikanae Community Board's approval to restrict the use of an adjacent car park to electric vehicles only and apply a P120 time restriction.

DELEGATION

2. Section D of the Governance Structure and Delegations 2016-2019 Triennium gives the Community Board the
3. *"...Authority to approve or reject officer recommendations relating to **traffic control and signage matters** for existing local roads, except those matters that involve significant safety issues. Community Boards will be consulted about these matters but final delegation will rest with Council officers."*

BACKGROUND

4. The Council has formed a partnership with Spark to establish public electric vehicle (EV) charging points at Spark phone boxes around the district, wherever these are suitable. The establishment costs are shared 50/50 by council and Spark, with Spark taking responsibility for ongoing costs. The service will be offered free for the first 12 months of operation.
5. Suitability is determined by the location of the phone box in relation to destinations/attractions, a suitable car park and a power supply. Based on these criteria, four phone boxes have been identified in the agreement. This report relates to the phone box adjacent to the petanque pitch and tennis courts on Tutere St, between Rauparaha St and Hemara St, and the angle carpark by it as shown in **Appendix 1**.
6. Each charging point will consist of a specialised 'Type 2' socket that NZTA have designated as the standard for public EV charging, which is likely to be located on a pillar directly at the kerb, rather than directly on the phone box itself. Users would bring their own cable to connect to the charging point. The facilities will only provide for a single vehicle to charge at a time.
7. Four businesses near the proposed site of the charger and parking restriction (4 Square, Barista Boys, Long Beach, and Front Room) were contacted and had the proposal explained to them. They were all supportive of the plan. The fifth business in the area (Ma Mite) had not responded at the time of writing.

8. There are presently no parking restrictions in effect for the proposed park or those near it.
9. Council compliance staff currently monitor and regulate parking throughout the district. Monitoring of this space would be captured as part of the wider monitoring of the Waikanae area. If the Environmental Standards Team received complaints about inconsiderate use of the EV space they have the capacity to increase patrols if required.
10. The Council is empowered to make parking restrictions in relation to the type of vehicle that can park in an area by the Traffic Bylaw 2010. An electric vehicle is a clearly defined type of vehicle.

ISSUES AND OPTIONS

Issues

11. The charging point will be a limited resource, so parking restrictions are desirable. A restriction on the type of vehicle that can use the park to be 'EV only' will discourage petrol and diesel vehicle owners from occupying it. A time limit on the park will likewise motivate drivers to move their vehicle after it has charged so others can use it.
12. In practical terms, parking enforcement officers can identify an EV if it is plugged into the charging point, which it should be, given that is the purpose of the park. NZTA are planning a change to the motor vehicle registry that will more clearly identify EVs, so referring to this can be a back-up method.
13. The charging point will provide 'standard' (aka 'slow') charging. Using this, a Nissan Leaf EV (currently the most common type in NZ) will acquire around 20km of additional range per hour.

Option 1

14. An EV only restriction and a P120 time limit is proposed for the park. This will give time for an EV owner to visit the local attractions at Waikanae Beach while obtaining a significant 'top-up' charge (40km extra range). This is the recommended option.

Option 2

15. Variants to the restriction could be considered, namely the length of time, or to not include the 'EV-only' provision. These are not recommended. It is possible the time limit may need to be reduced in a few years' time as cars that can charge faster than the Nissan Leaf become more common.

Option 3

16. No restriction/maintain status quo. The project can proceed without a parking restriction, but this will encourage EV owners to run their cable a longer distance between the charging point and the car, if they find the closest park occupied. This may present a tripping hazard. This option is not recommended.

Legal considerations

17. There are no legal considerations other than ensuring the new signage and road-markings used are in accordance with New Zealand Transport Agency (NZTA) guidelines. NZTA have gazetted standard symbols for EV charging and parking and these will be used. These are shown in **Appendix 2**.

Financial considerations

18. The cost of the signage and road marking would be met from existing budgets.

Publicity

19. Once the charging point has been established, it will be publicised through normal council communication channels.

RECOMMENDATION

20. That the Waikanae Community Board approves the implementation of an EV-only and P120 parking restriction (including the installation of associated signage and ground marking) on the carpark indicated in Appendix 1 of report IS-16-1949.

Report prepared by Approved for submission Approved for submission

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ATTACHMENTS

Appendix 1 – Location of car-parking space where restrictions are proposed

Appendix 2 – Design of standard signage and ground marking for car-parks designated for EV charging

Appendix 1 - location of car-parking space where restrictions are proposed



Appendix 2 – Design of standard signage and ground marking for car-parks designated for EV charging



Above left: P120 EV-only parking sign example. Above right: directional sign



Above: EV charging space at the Civic Building showing standard sign (with no time restriction) and ground marking