

2 May 2013

Steve Dunn  
The Newtown Residents Association  
[steve.dunn@boffamiskell.co.nz](mailto:steve.dunn@boffamiskell.co.nz)

Dear Steve

The Wellington City Council has received a proposal from “Cityhop” to establish a car share scheme for the Newtown area.

The scheme is based on the idea that a number of individuals who are currently using their own cars for travelling can share the use of a vehicle thus potentially reducing the overall number of vehicles on the road and offsetting the necessity for some families to own and operate two or more cars.

This scheme, if effectively operated, can contribute to the delivery of a number of objectives which are consistent with the Council’s overall Transport Strategy aims. Some of these objectives are;

- Reduction in the number of vehicles using limited capacity roads.
- Through the reduction of vehicle numbers more road capacity can be directed to alternative transport modes such as cycling and public transport.
- It could reduce on-street parking demand from residents in the area. It could offset the need for extensive parking facilities and improve travel choices.
- Improved environmental outcomes – less air and water pollution.
- Through a scheme membership fee and an hourly rate per use of the shared vehicle, some families can offset the need to operate their own cars thus reducing demand on limited household budgets.

The scheme proposal is a fully self funded business activity. It relies on scheme membership and the level of shared vehicle utilisation to generate revenue to cover all its operating and fixed costs.

The Council has no involvement in the operating business aspect of the scheme but it has been requested to provide and to fully dedicate to the scheme one car park space as a pilot project. The location of this car park, as



currently proposed, is in the Wilson Street shoppers' car park - as highlighted on the attached plan.

If the proposal is agreed, this car park will not be available for any other use and it will be appropriately regulated, marked and signposted by the scheme. Unauthorised use on the car park may result in infringement notices and/or the tow away of offending vehicles. If the scheme, after a 12 month trial, demonstrates tangible overall benefits it may be extended to cover more on-street car parks and more city zones and potentially involve a number of companies running similar schemes around the city.

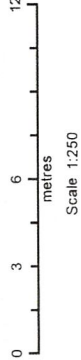
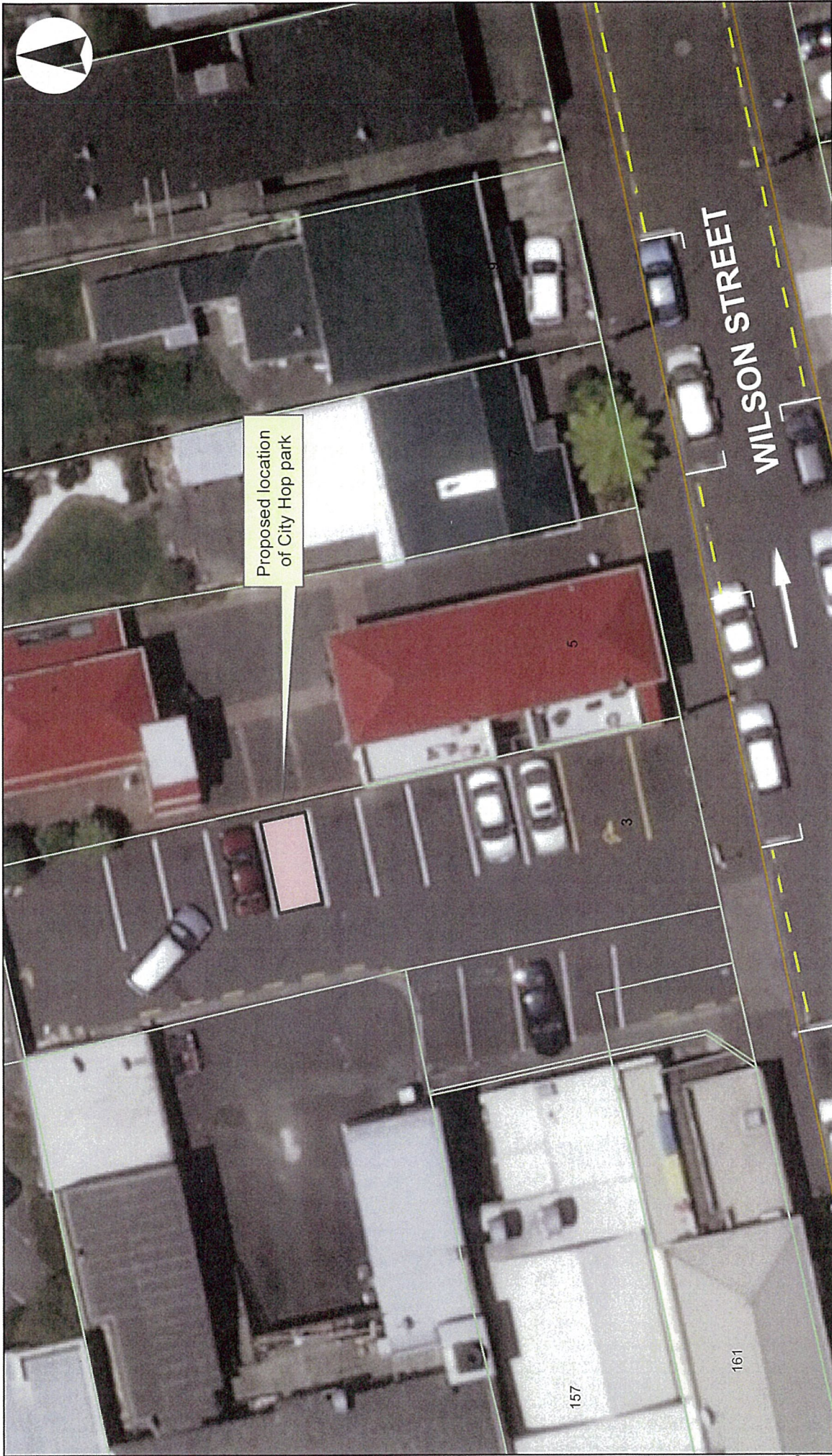
We are seeking your views on the scheme as specifically proposed for the Newtown centre before we proceed to the development of an agreement with the proposer (Cityhop) and before we recommend the required car parking designation change to enable the pilot project to proceed.

Please contact Gail Reeves by 15 June 2013 with your comments and feedback on this proposal on [gail.reeves@wcc.govt.nz](mailto:gail.reeves@wcc.govt.nz) or 803 8641.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Stavros Michael', with several horizontal lines drawn through it.

Stavros Michael  
Manager City Networks



**Absolutely**  
**POSITIVELY**  
 THE WAY TO POWER  
 WELLINGTON CITY COUNCIL

ORIGINAL MAP SIZE: A4  
 DATE: 2/05/2013  
 AUTHOR: reeves2g  
 REFERENCE:

MAP PRODUCED BY:  
 Wellington City Council  
 101 Wakefield Street  
 WELLINGTON, NZ

**WILSON STREET CAR PARK**  
 Proposed location of City Hop park

Property boundaries: 20m. Contours, road names, rail line, address, & title points sourced from Land Information NZ. Crown  
 Copyright. Property boundaries accuracy +/-1m in urban areas, +/-30m in rural areas. Census data sourced from  
 Statistics NZ. Postcodes sourced from NZ Post.  
 Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design.  
 Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.