

**Category Name:** 9-TR 77-18 Stafford Street - EV Charging Station, Residents Parking

**Overview of Category:**

**Total number of submitters:** 48

**Total number of points:** 48

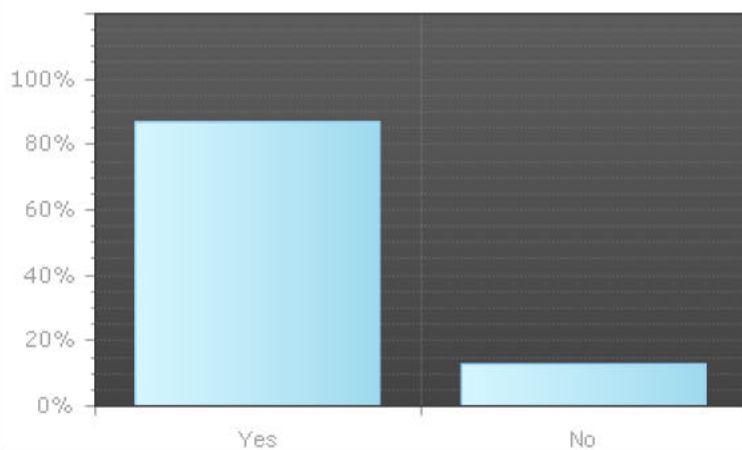
**Response field Number and Name:**  
10-TR 77-18 Stafford Street - EV Charging Station, Residents Parking

**Question:**  
Do you agree with this proposal?

**Total number of responses:**48

Decision Sought	Number of submitters who selected this option	%
Yes	41	87.23%
No	6	12.77%

**10-TR 77-18 Stafford Street - EV Charging Station, Residents Parking**



**Submitters for this question**

**No**  
13 - [REDACTED]: I strongly object to this proposal for several reasons: - [REDACTED]  
[REDACTED] I am concerned I will be disturbed by noise made either by the charger unit or the cars that are charging. Any amount of humming, beeping or

other noise will affect my sleep. I could also be disturbed by people waiting for their car to charge, perhaps filling the time talking or listening to their car stereo with their car windows down. Because it is only residents' parking during work hours, potentially people could be sitting in their cars by my bedroom window for long periods of time in the evenings and weekends. - Finding a parking space is already difficult in Stafford St and Port St. Taking away the two proposed spaces will make it even more difficult. Given that the proposed residents' parking restrictions are for Mon-Fri 8am- 6pm, and that there aren't many places to charge an EV in the city, the proposed charging station could increase current parking problems by encouraging more people to park in the area. - The summary could have included more information, such as how long it is estimated charging will take per vehicle and whether cars can continue to remain there once charging is complete. As those using the charger have no off-street parking, will they be inclined to move their vehicles when fully charged? Or will the few (currently none) EV owners in the street end up having a park reserved just for them? -Having moved to Port St from Island Bay in part to avoid living with the cycleway fiasco, I am appalled that yet another transport related experiment based on environmental virtue signalling could take place right outside my house. I have little confidence that residents' views are really listened to by the WCC when proposals such as this are put forward. Surely wider streets with fewer houses on the road frontage are where charging stations should be located, such as the car park in front of the Pirie St play area, the cul-de-sac at the top of Majoribanks St, or by Waitangi Park? Council car parks such as the one under the City Library would also be a good alternative.

**Yes**

**16 - Martin Krafft:** Stafford Street is up a steep hill, and there is little to no off-street parking available on the street. Having a public charging infrastructure installed would make it possible for residents to consider electric vehicles (we'd buy one right away), as otherwise the logistics of e.g. dropping kids/groceries off at the top of Port Street, taking the car to a charger, and then walking back (possibly with kids who cannot be left unattended) would make this impossible.

**Yes**

**17 - [REDACTED]:** We support the installation of the EV charging stations in Stafford Street. On street EV charging will be important for our neighbourhood in the future as we transition to electric vehicles and have limited or no off street parking.

**Yes**

**23 - [REDACTED]:** (This is the one we applied for). I've had informal discussions with neighbours in Stafford St, and other neighbours in Mount Victoria more generally who are supportive of the council doing this. We know lots of parents through our kids in kindy and school in the suburb and there's a general feeling that a push from council, while may encounter some initial resistance, is a good thing in our suburb as a lot of people will want to move to EVs in the next few years.

**Yes**

**33 - [REDACTED]:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - [REDACTED]:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant

fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, [REDACTED]

**Yes**

**75 - [REDACTED]:** I am supportive of the proposal to introduce two parks with EV Charging Station on Stafford Street. However, I note that these will be reserved for residents only. Although I understand that these parks will replace existing residents only parks, it seems contrary to the idea of promoting the use of sustainable travel to limit access to any EV parking space. This technology is still in its early iterations and adopters are still in the minority therefore the need to recharge unexpectedly is greatest and we would never dream of limiting access to a petrol station! Furthermore, on a fairness point, since all rate payers are contributing to the installation of these stations, I think that every visitor to and resident of this city should be given equal access to any charging station without restriction (in addition, this would further signal Wellington's embrace of sustainable travel for all). Should it transpire that due to the lack of restrictions all these stations are too popular, then great - this would mean that there would be enough demand for more parks to be added to the current infrastructure.

**Yes**

**89 - [REDACTED]:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**No**

**136 - [REDACTED]:**

In response to the notification regarding "Proposed Traffic Resolution (TR 77 - 18 Stafford Street) dated 22nd June 2018:

I live at [REDACTED]. As the Wellington City Council website states (see attached) that the decision regarding the proposed positioning of EV chargers will depend on "where the homeowners directly affected can agree on the location", I am surprised that this is the first notice I have had of the council's plan to install an EV charging station [REDACTED]. Any communication between neighbours thus far was about different locations and I believe Martin Krafft's application for the trial was for

elsewhere.

I do not agree to having an EV charger located [REDACTED] before the location was put out for wider consultation.

Based on the website information, as my agreement is not forthcoming it seems an alternate location will be required. Should the proposal proceed contrary to this I will be seeking legal advice.

I would like your manager's contact details in order to discuss this lack of communication and consultation further. Could you please provide me with these details.

**Yes**

**153 - [REDACTED]:** I support EV infrastructure and this proposal in general. I do not have off-street parking, which has been a big factor in preventing our family from getting an EV. Having a charger close to my house would eliminate that concern, making the option for getting an EV in the future viable. I do have some thoughts about the specific restrictions proposed in this resolution I'd like the council to consider, however: 1) Given this would be a slow charger it will take many hours to fully charge an EV. For residents near the charger, it might make sense to only allow residents to park their EV overnight, to provide confidence that their EV could be charged. 2) It might be helpful to restrict the definition of 'resident' to a smaller area than all of the suburb. Although it does not seem too likely that another resident of the suburb would want to park their EV many blocks away from their house, having so few charging spots available might require this. 3) There doesn't seem to be any good way to facilitate cooperation between EV owners and the limited number of EV spaces. Can EV owners sign up for notifications, or visit a webpage, that tells when a charging space is unoccupied? Or if occupied, how long before the EV is fully charged? Or a way for an EV owner wanting to use an occupied space to notify the occupier to ask they vacate the spot? I think this will become more important as EV adoption increases, if the pool of available EV charging spots remains limited. 4) Many local residents have expressed concern about the 'loss of parking spaces' that would occur if this resolution when forward. Building off #3, could there be a way for non EV owners to use unoccupied EV spaces if they agree to sign up for notifications (e.g. TXT messages) that an EV needs to use the space their car occupies, and give them a window of time to vacate the spot to make room for the EV? All residents (EV owners and non-EV owners wishing to make use of the EV spots) could be given a RF card/fob they would be required to scan when parking in the spot. Then EV owners could issue a 'request to move' to the occupier of a spot if the charger is not actually being used.

**Yes**

**170 - [REDACTED]:** We plan to purchase an electric vehicle if the charging station is built and think this would be a great asset to the street as a whole.

**No**

**183 - [REDACTED]:** We oppose the Vehicle Charger to be in Stafford Street or Port street. Reasons are 1. We already experience congestion due to limited number of car parks which is compounded by the streets which are narrow and very steep. 2. Members of the public, tradespeople, visitors, etc struggle to navigate and manoeuvre the streets. Being home with children most of the day, I often observe parked cars needing to move onto footpaths etc so vans, trucks need to get past. If a visitor car is parked a few centimetres out can cause havoc for cars to get past as we have experienced recently, prompting action from the WCC's parking enforcement team. 3. Both streets are dead end streets with limited space and room which means only one vehicle can go up or down at any one time given the steepness and narrowness of the street. For non Stafford or Port street residents it isn't the most logical place to have a charge station for other Mount Victoria residents and/or the public to use at nights or weekends. 4. We do not agree with the notion that the two car

parks will be used for residents only during the day and open at night and weekends to others. This seems to be contradictory to what residents should expect from paid residential parking. 5. In your policy there is some flexibility to find a spot that works for applicants and neighbours. We feel chargers would be better placed in Majoribanks Street where they would be more accessible to more people, and where there is space to create more parks. In addition, there are more car spaces on both sides of the streets (especially from Port Street up) relative to the number of houses, which is opposite to Port / Stafford Streets. Extending further, there are 10 coupon parks up the top end of Majoribanks Street by the dog park that are very rarely full during the day. 6. We see in some areas you are creating car spaces where you can't park currently and see that is a positive. We would encourage you to explore options that create car spaces rather than simply changing the type of vehicle that can use the parking spaces. 7. The argument has been made that the people who have applied for the charger don't want to be far away from their house to charge their car and get to it. To be fair, shouldn't other residents be afforded the same consideration with no added pressure on extra cars to park in the electric charging area? Otherwise, the residents from Stafford Street will need to park elsewhere thereby taking a park. This knock on effect will irritate residents. 8. We don't see distance between chargers and homes as an issue as the walking distance would be less than what people at the end of Austin street will walk to get to the charge station there. TR 99-18.

**No**

**199 - [REDACTED] :** EV charging stations provided by the council should be available to all users ie either provided in areas without residents parking or should that not be available locally the spaces reserved for charging electric vehicles should have the residents only restriction removed so they are available to anyone with an electric vehicle.

**Yes**

**210 - [REDACTED] :**

**Yes**

**220 - [REDACTED] :**

**Yes**

**227 - [REDACTED] :**