

ITEM 5

POST EXHIBITION - ELECTRIC VEHICLES CHARGING INFRASTRUCTURE ON PUBLIC LAND

The uptake of Electric Vehicles (EVs) in Australia is relatively low compared to other developed countries. The low uptake is reportedly due to multiple issues including effective range concerns often referred to as range anxiety.

To support the uptake of EVs in Australia and address the issue of range anxiety, the draft Electric Vehicle Charging Stations on Public Land Policy (draft Policy) has been developed. The draft Policy sets out principles to guide prospective providers and Council for the provision, installation, operation, management, maintenance and removal of EV charging stations and supporting infrastructure on public land in the Wollongong LGA.

The draft Policy was placed on public exhibition from 18 September to 16 October 2020 and as a result 16 submissions were received. The feedback has been considered and draft Policy revised. This report recommends that the revised draft Policy be adopted.

RECOMMENDATION

Council adopt the Electric Vehicle (EV) Charging Stations on Public Land Policy.

REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy

Authorised by: Linda Davis, Director Planning + Environment - Future City + Neighbourhoods

ATTACHMENTS

- 1 Submissions in Reply Report
- 2 Draft Electric Vehicle Charging Stations on Public Land Policy

BACKGROUND

EVs currently have a low uptake in Australia compared to other developed nations. A number of issues and/or consumer concerns have suppressed transition to this form of transport, including:

- the high purchase costs
- limited model choices
- minimal availability of charging stations causing range anxiety

Whilst Council has limited ability to influence or control vehicle cost and production of EVs, it has some ability to address range anxiety through the facilitation of EV charging infrastructure.

The current emissions inventory for the City of Wollongong shows that 19% of emissions are attributed to transport. The shift to sustainable transport alternatives such as EVs provides several environmental, social, economic and health benefits. EVs generally are more affordable to operate and maintain, are more environmentally friendly due to lower emissions and reduced air pollution and have longer-term fuel security compared to vehicles with internal combustion engines.

Given the potential for EV's to reduce greenhouse gas emissions, the development of a draft Policy is identified as an action in the Climate Change Mitigation Plan 2020 adopted by Council in November 2020:

T3 Develop and adopt an Electric Vehicle Charging Stations on Public Land Council Policy, addressing public access and range anxiety.

The draft Policy has been developed to ensure that providers are aware of Council's expectations and outlines the public procurement process, site selection criteria and design requirements, lease/licence requirements and roles and responsibilities.

At its meeting of 31 August 2020, Council was presented with a report on the draft Policy and resolved that -

- 1 *That the draft Electric Vehicle Charging Stations on Public Land Policy be placed on public exhibition for a minimum 28-day period.*
- 2 *Following public exhibition, a further report be provided to Council on the submissions received and make recommendations relating to adoption of the Policy.*

The draft Policy was placed on public exhibition from 18 September to 16 October 2020 and as a result 16 submissions were received. A summary of the issues raised and proposed response, is provided under the Consultation and Communication heading of this report. A detailed Submissions in Reply Report is also provided (see Attachment 1).

PROPOSAL

The draft Policy sets out the key considerations that Council must look at when determining suitable locations in negotiation with providers. These include factors such as proximity to tourist locations, eateries, recreational areas and amenities; sufficient car space; adequate power supply; accessibility at all times of the day and for persons of varied mobility; traffic flow and management of the proposed site; community safety and the overall environmental impact of the infrastructure.

Wollongong is a popular day trip and short stay destination. Charging stations are a valuable mechanism for encouraging tourism and business interaction, particularly if they are placed in publicly accessible areas and locations nearby eateries, shopping centres, parks, recreational areas and other amenities such as restrooms.

All submissions received during the public exhibition period were supportive of the policy development. The issues raised in the submissions have been considered by Council staff and used to prepare a revised draft Policy (Attachment 2). As a result of the feedback the revised draft Policy now includes aspirational wording regarding the use of renewable energy to power charging stations.

It is recommended that the updated draft Policy be adopted by Council.

CONSULTATION AND COMMUNICATION

The draft Policy was placed on public exhibition on Our Wollongong online HQ for a period of 29 days from 18 September to 16 October 2020. Council staff also made direct contact with key EV charging station providers and suppliers including EVIE, NRMA, Electric Vehicle Council and Chargefox inviting them to comment on the policy.

As a result of the exhibition 233 visits to the webpage were recorded and a total of 16 submissions were received by Council.

The attached Submissions in Reply Report includes a detailed analysis of the submissions received and the proposed responses. Across the submissions, the key themes / issues raised were:

- Charging speeds
- Residential/workers charging
- Accessibility/availability
- Promotion of EVs
- Power/electricity
- Location/parking
- Renewable energy
- Leadership
- E-bikes

- Other comments

The feedback received through the submissions on the draft Policy has been carefully reviewed by Council staff and has helped to inform a minor amendment to the draft Policy. Several submissions suggested amendments to the draft Policy, however many of these were not considered warranted / feasible at this time but will be considered in future reviews of the Policy. Proposed updates to the draft Policy based upon the results of the public exhibition process are included in this report.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2028 goal 'Goal 1 – We value and protect our natural environment, Goal 2 – We have an innovative and sustainable economy and Goal 6 – We have sustainable, affordable and accessible transport'. It specifically delivers on the following:

Community Strategic Plan	Delivery Program 2018-2022	Operational Plan 2020-21
Strategy	4 Year Action	Operational Plan Actions
1.5.1 Participate in the Global Covenant of Mayors and set emissions reduction targets for the LGA	1.5.1.1 Set an emissions reduction target and carry out actions to reduce greenhouse gas emissions through the Global Covenant of Mayors	Finalise and deliver priority actions in the Climate Change Mitigation Plan
2.2.1 Further diversify the region's economy through a focus on new and disruptive industries and green technology	2.2.1.1 The development of renewable energy products and services is supported	Seek out opportunities to incorporate green technology in Council's projects and contracts
6.1.3 Effective and integrated regional transport, with a focus on road, bus, rail and freight movement (including the port of Port Kembla)	6.1.3.1 Plan and implement an integrated and sustainable transport network	Council to work with key agencies and partners to progress the provision of an effective and integrated regional transport network

Ecological Sustainability

Adoption of the draft Electric Vehicle Charging Infrastructure Policy will support the facilitation of a greater uptake of EVs in the Wollongong LGA, helping to reduce transport emissions and therefore support our climate change mitigation efforts. Reducing greenhouse emissions is a priority area in the Sustainable Wollongong 2030: A Climate Healthy City Strategy:

A low emissions city: We will achieve net zero emissions by 2030 for Council operations, and together we will achieve net zero emissions by 2050 for the city.

Emissions reduction is also the focus of the Climate Change Mitigation Plan 2020-2022, with the Policy supporting the delivery of the following actions in the Plan:

T3 Develop and adopt an Electric Vehicle Charging Stations on Public Land Council Policy, addressing public access and range anxiety.

T4 Pursue the installation of public EV charging stations at a number of accessible locations across the City. This will consider partnerships with the State Government, charging companies, car companies or other sponsors to establish electric vehicle charging stations.

The Policy will also support the achievement of the following pledge Council has committed to under our membership to the Cities Power Partnership:

Encourage sustainable transport use such as public transport, walking and cycling through Council transport planning and design.

The Policy supports Council's Climate Emergency Declaration and our work towards achieving our Emissions Reduction Targets and will assist our community to adopt alternative sustainable transport options in order to become a low emissions city.

RISK MANAGEMENT

There are risks associated with not having guiding principles in place to support the installation of charging stations and related infrastructure in the Wollongong LGA.

The draft Policy aligns with our Climate Emergency Declaration, adopted Emissions Reduction Targets, Cities Power Partnership pledges and Climate Change Mitigation Plan actions. There is a reputational risk if Council does not support these endorsed actions.

Not having a Policy would put Council at risk of missing out on the opportunity to partner with infrastructure providers to support the uptake of EVs and connect to the wider EV network. This may also mean that the cost of installing charging stations could be solely borne by Council.

If the installation of charging stations does not occur on public land at key public areas or destination locations, this presents the risk of not meeting the requirements of infrastructure providers such as NRMA.

If chargers are placed in out-of-the-way locations, this could mean that they have low usage and it also reduces the promotional opportunity to showcase this sustainable transport alternative.

There is also the risk that EV charging technology may become redundant over time and charging stations may therefore require upgrades or removal and replacement.

FINANCIAL IMPLICATIONS

There are no direct cost implications associated with adopting the Electric Vehicle Charging Infrastructure on Public Lands Policy. If charging stations are installed through the public procurement process as detailed in the draft Policy, it is anticipated that the costs will be predominately borne by the EV provider.

CONCLUSION

The updated draft Policy seeks to provide guidance and allow for the use of public land for EV charging stations in the Wollongong LGA. Endorsement of the draft Policy will support the uptake of EVs through an increase in charging infrastructure in the city, therefore reducing the occurrence of range anxiety. It will increase public access to chargers in areas where there are eateries, restrooms, shops, recreational areas and other amenities, encouraging visitation to the area and local business interaction. The availability of charging stations in key public areas and destination locations will also allow for this technology to be promoted to the wider community.

This Policy will support our community in responding to climate change through increased feasibility of sustainable transport alternatives, helping us in our transition to a low emission city and supporting the achievement of our Wollongong City Emissions Reduction Target of net zero by 2050. It is therefore recommended that the revised draft Policy, attached to this report, be adopted by Council.

OUR PLACE our voice OUR FUTURE

ELECTRIC VEHICLE CHARGING STATIONS ON PUBLIC LAND
POLICY

Submissions in Reply Report

December 2020

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The information in this report is based on data collected from community members who chose to be involved in engagement activities and therefore should not be considered representative.

This report is intended to provide a high-level analysis of the most prominent themes and ideas as expressed by those who participated. While it's not possible to include all the detailed feedback we received, feedback that was relevant to the project has been provided to the project manager for review and consideration.

Executive Summary

In Australia there is currently a low uptake of Electric Vehicles (EVs) compared to other developed countries reportedly due to several factors such as; high purchase costs, limited model choice and range anxiety caused by a lack of charging infrastructure. Future projections suggest that costs for EVs will reduce and there will be more options available, making them more accessible and therefore encouraging a greater uptake. An increase in the availability of charging stations/infrastructure will also support greater uptake of EVs through the alleviation of range anxiety; the fear that an EV driver will be left stranded without charge due to a lack of access to chargers.

The draft Electric Vehicle Charging Stations on Public Land Policy (Policy) was developed to assist in increasing the provision of EV charging infrastructure, with the objectives of encouraging a greater uptake of EVs and supporting the reduction of emissions attributed to the transport sector in the Wollongong Local Government Area (LGA). The Policy sets out a range of principles to guide prospective providers and Council for the provision, installation, operation, management, maintenance and removal of EV charging stations and supporting infrastructure on public land in the Wollongong LGA.

Adoption of the draft Electric Vehicle Charging Infrastructure Policy will support our climate change mitigation efforts and associated policy actions:

- Sustainable Wollongong 2030: A Climate Healthy City Strategy
- Climate Change Mitigation Plan 2020-2022 (under the Global Covenant of Mayors program)
- Cities Power Partnership pledges
- Climate emergency declaration

A copy of the draft Policy and the Council Report on Electric Vehicle Charging Infrastructure were placed on Council's engagement webpage (Appendix A). Social media promotion of the exhibition was posted on Council's Facebook page and Twitter (Appendix B). A couple of media stories relating to the draft Policy were published throughout July and August (Appendix C). An email was sent to key stakeholders inviting them to comment on the draft policy (Appendix D).

The response to the exhibition was as follows:

- 233 people visited the project page on Council's engagement website
- 95 learnt more about the project online by downloading the draft Policy and Council report
- 16 submissions were received via the online feedback form
- 100% of submissions were supportive of the draft Policy
- Many submissions requested minor additions, amendments or put forward other potential considerations for the draft.

The top ten themes discussed/issues raised by the community through the exhibition process were:

- | | |
|---------------------------------|---------------------|
| 1. Charging speeds | 6. Location/parking |
| 2. Residential/workers charging | 7. Renewable energy |
| 3. Accessibility/availability | 8. Leadership |
| 4. Promotion | 9. E-bikes |
| 5. Power/electricity | 10. Other comments |

The feedback received through the public exhibition process has been used to prepare an updated draft Policy. The updated Policy now contains aspirational wording relating encouraging the use of renewable energy/green power, where practical, to reduce the impact of energy from EV charging on the environment. Other suggestions for change to the Policy provided in the submissions are not warranted at this time but will be considered in future reviews of the Policy.

Background

It is essential that Council keeps up to date with alternative sustainable transport options to support the transition from high emission vehicles such as Internal Combustion Engines (ICEs) in order to reduce emissions from this sector. EVs and related infrastructure support climate change mitigation (emissions reduction) efforts, as well as provide health, social and other environmental benefits. In comparison to standard ICE vehicles, the emissions attributed to EVs are primarily from the production and distribution of the energy required to power the vehicle. EVs are generally more cost effective to operate and maintain, they provide greater energy security through a reduced reliance on non-renewable energy/fuels and reduce air and noise pollution.

Adoption of the draft Electric Vehicle Charging Infrastructure Policy will support the facilitation of a greater uptake of EVs in the Wollongong LGA, helping to reduce transport emissions and therefore support our climate change mitigation efforts. Reducing greenhouse emissions is a priority area in the Sustainable Wollongong 2030: A Climate Healthy City Strategy -

- A low emissions city: We will achieve net zero emissions by 2030 for Council operations, and together we will achieve net zero emissions by 2050 for the city.

Emissions reduction is also the focus of the Climate Change Mitigation Plan 2020-2022 (adopted by Council as a part of our membership to the Global Covenant of Mayors program), with the Policy supporting the delivery of the following actions in the Plan -

- T3 Develop and adopt an Electric Vehicle Charging Stations on Public Land Council Policy, addressing public access and range anxiety.
- T4 Pursue the installation of public EV charging stations at a number of accessible locations across the City. This will consider partnerships with the State Government, charging companies, car companies or other sponsors to establish electric vehicle charging stations.

The Policy, when adopted, will also support the achievement of the following pledge Council has committed to under our membership to the Cities Power Partnership -

- Encourage sustainable transport use such as public transport, walking and cycling through council transport planning and design.

At its meeting of 22 July 2019, Council was presented with a report on EVs and associated charging infrastructure and (in part) resolved that:

- 1 *Council endorse the development of an Electric Vehicle (EV) Charging Stations on Public Land Policy*

In response Council staff developed a draft Policy to provide guiding principles to both Council and prospective providers for the provision, installation, operation, management, maintenance and removal of EV charging infrastructure on public land. It aimed to ensure that providers are aware of Council's expectations, and outlines the public procurement process, site selection criteria and design requirements, lease/licence requirements, and roles and responsibilities.

At its meeting of 31 August 2020, Council was presented with a report on the draft Electric Vehicle Charging Stations on Public Land Policy and resolved that -

- 1 That the draft Electric Vehicle Charging Stations on Public Land Policy be placed on public exhibition for a minimum 28-day period.
- 2 Following public exhibition, a further report be provided to Council on the submissions received and make recommendations relating to adoption of the Policy.

The draft Policy was placed on public exhibition from 18 September to 16 October 2020, as a result of this process 16 submissions to Council were received. This report provides a detailed analysis of the submissions received and the proposed responses.

How will the comments be considered?

The feedback received through the submissions on the draft Policy has been carefully reviewed by Council staff and has helped to inform an updated draft Policy. Comments from the submissions have been summarised into key themes/issues, with Council's responses and proposed changes to the draft Policy detailed in this report. Proposed updates to the draft Policy based upon the results of the public exhibition process are included in this report.

The updated draft Policy will be submitted to Council for consideration along with this Submissions in Reply report. Should it be adopted, implementation of the Policy will commence.

Methodology

The draft Policy was placed on public exhibition for a four-week period (29 days) from 18 September to 16 October 2020. Details on the communication and engagement activities undertaken are provided in Table 1 below.

Table 1: Exhibition methodologies

Methods	Details
Communication Methods	
The Advertiser	Details about the engagement were made available in Council's Community Update pages
Email	An email was sent to four external stakeholders informing them of the exhibition and how they can provide feedback (a list of these stakeholders is provided in Appendix D)
Social Media	Posts about the engagement were made on Facebook and Twitter
Engagement Methods	
Engagement HQ Website	An online feedback tool was used to capture participants' ideas and allowed community members to comment. The page also hosted background information and supporting documents

Results

This section provides details on the participation in engagement activities and the feedback received during the exhibition period. All identified stakeholders and the wider community were invited to provide feedback on the proposed draft Policy. Statistics relating to the response to the exhibition are provided in Tables 2 and 3.

Table 2: Summary of exhibition participation

Measure and Explanation	Usage
Aware – visited at least one page	194
Informed – number of people who clicked a link (eg to download a document), visited multiple project pages or contributed to the survey tool	73
Engaged – total number of participants who submitted the Online Feedback Form	16

Table 3: Informed visitor downloads and FAQ views

Type	Engagement Tool / Document Name	Visitors	Downloads
Document	Draft Policy – Electric Vehicle Charging Stations on Public Land	58	67
Document	Council Report – EV Charging Infrastructure	27	28

There was a high level of support for the Policy; all submissions received were supportive of development of the Policy and its intent. Several submissions suggested amendments to be made, a summary of these provided in the following section of this report.

Online Feedback Form Results

As indicated above, webpage visitors were provided the option of completing the Online Feedback Form to communicate their thoughts on the draft Policy, a copy of which is provided in Appendix A.

The feedback form asked the community the following question:

Do you have any comments on the draft Policy?

The results of the online feedback form have been summarised into key themes/issues, as depicted in Table 4 below along with feedback provided through direct submissions.

Comments from Submissions

The comments from the 16 submissions have been categorised into 10 different themes/issues. A description of these themes/issues, key comments from the submissions and Council's proposed response and changes to the draft Policy are detailed in Table 4.

Table 4: Summary of comments from community submissions and Council's response and proposed changes

Issue No.	Issue/Theme	No. of Submissions	Key Comments	Response	Proposed changes
1	Charging speeds	2	<ul style="list-style-type: none"> Seems a bit confused. On one hand you want chargers at destination where people will spend some time. On the other hand, you specify a preference for fast or super-fast charging. Super-fast charging is great on highways, where people want to stop for the minimum possible time on a trip of over 300km. They're useless at attractions and destinations because no one wants to move their vehicle after 15 minutes. For destination charging you want lots of cheap low power supplies. Rule of thumb: a few high-power chargers on highways. Many slow chargers in town. The policy needs to allow for lower rates charging. I suggest 20kW or above. 	<p>Council prefers fast or super-fast chargers in key locations on public land in order to allow EV owners to charge quickly and to allow for a high level of access. These chargers will also help to promote local business interaction.</p> <p>Slower chargers would mean that EV owners may be charging for substantial periods of time, limiting the ability for numerous people to charge their vehicles.</p> <p>The Policy states that charging times for EV charging station locations will be discussed in negotiations with potential providers:</p> <p><i>'Appropriate charging time restrictions will be discussed with Council and stipulated in the lease/licence/agreement; this information must be made clear to users of EV charging bays.'</i></p>	None required

Issue No.	Issue/Theme	No. of Submissions	Key Comments	Response	Proposed changes
2	Residential/workers charging	3	<ul style="list-style-type: none"> Roadside charging on low power outlets also allows residents that have no off-street parking to charge. Workers coming in from outlying areas would benefit from being able to charge while working. They don't need or even want high power charging. High power chargers only need to be connected for 15 minutes or so, that means worker must stand there for 15 minutes, then move, rather than simply plugging in in the morning and unplugging when they go home. Strata management have knocked back proposals to include chargers in our own residential carpark due to ill-informed residents and generally misinformed public believing that electricity costs are being charged to the strata (and perceive their fees will go up). These facilities are mainly for tourists. The local car EV owners only require charging weekly or longer and this will mainly be [covered] at home. Tourists will require fast charging and nearby eating and other tourist attractions. 	<p>Residential charging is outside of the scope of the Policy, as the Policy focuses on the installation of EV charging stations on public land and not privately owned land.</p> <p>The Policy aims to encourage EV charging infrastructure at 'destination charging' locations. Destination charging provides opportunities for both residents and visitors to the City to charge their vehicles in key locations and to explore, dine and contribute to the local economy.</p> <p>As such Council does not intend for charging stations to be occupied by individual EVs for long periods of time.</p>	None required

Issue No.	Issue/Theme	No. of Submissions	Key Comments	Response	Proposed changes
			<ul style="list-style-type: none"> Although it is out of scope, Council needs to ensure charging stations are fitted to high density residential buildings for residents to charge their vehicles. 		
3	Accessibility/availability	5	<ul style="list-style-type: none"> Inexpensive EVs can't use high power chargers Because they are so expensive, there will only ever be a few high-power chargers, so the chance of finding that they're all in use is high and queues would make workers late for work. Expensive EVs that can use super high-power chargers generally have enough range to drive from anywhere in Sydney, to Wollongong and back without charging. If I want a fast charge in Wollongong I have to go all the way to the university. Having multiple fast chargers spread around Wollongong would be great. I totally support any plans to engage with business and other stakeholders to ensure the general public have freely accessible entry to charge EVs 24hrs a day 7 days a week. 	<p>The Policy supports an increase in the availability of fast (or above) chargers in publicly accessible locations in the Wollongong LGA which will help to address range anxiety issues.</p> <p>Council prefers fast and super-fast (or above) chargers so that EV owners can charge their vehicles relatively quickly. This will allow for a higher turnover of use and therefore provide greater access to the charging stations. Charging time limits will be determined in discussion between providers and Council, with the objective that spaces are not occupied for extended periods of time.</p> <p>Although more expensive EV models may not need to use these charging stations for a full recharge, it will encourage people to top up and interact with local businesses and tourist locations. As EV technology continues to improve there should be a greater range of EV models that can access fast and super-fast charging.</p>	None required

Issue No.	Issue/Theme	No. of Submissions	Key Comments	Response	Proposed changes
			<ul style="list-style-type: none"> We need regular charging opportunities I'd love to see some DC chargers in Wollongong. There is only one at the Innovation Campus and it doesn't have a standard CCS Type 2 Plug. Shell Cove is nearby but it is usually faulty. Berry and Picton are more reliable but are a long way away. Sydney doesn't have any DC chargers south of the lat line. As a Tesla Model 3 owner, from several hours away, who does a lot of driving in Wollongong, Shellharbour and the Sutherland Shire every weekend, the status quo can often be infuriating. Having the charge points on public land makes them highly accessible. 	The plug connection types that will be available will determined by the type of charging stations used by providers.	
4	Promotion	4	<ul style="list-style-type: none"> Will make it more appealing for people to own and operate an EV or PHEV Hopefully the widespread distribution of new type 2 and fast chargers around the Wollongong CBD and surrounding suburbs will dismantle any misinformed notions people still have about EVs and the associated infrastructure. 	<p>The Policy supports the increase in charging infrastructure in Wollongong LGA and aims to encourage the uptake of EVs. By locating stations on accessible public areas, this will make EVs more visible to the wider community and give people confidence as to where they can charge.</p> <p>Locating EV charging stations in areas nearby tourist locations, shops, eateries, amenities etc. will promote and</p>	None required

Issue No.	Issue/Theme	No. of Submissions	Key Comments	Response	Proposed changes
			<ul style="list-style-type: none"> This new proposal paves a way toward a more normalised, mainstream view of what a sustainable future looks like in a city that brands itself as the “city of innovation”. Advertising these new charging stations and their locations might also boost use, as people in the area will be able to buy electric cars with certainty around where they will be able to charge them. The development of EV charging points will encourage more commercial activity due to increased visitor numbers. 	<p>encourage increased visitor numbers and local business interaction.</p> <p>Council will support the promotion of EV charging stations to the community. The Policy identifies that Council has a promotional role:</p> <p><i>‘...making information freely available to the wider community via our website such as the location of charging stations in the Wollongong LGA.’</i></p>	
5	Power/electricity	1	<ul style="list-style-type: none"> Our electricity grid is a debacle of over voltage issues that will damage sensitive equipment like an EV charger if used bluntly. A better option is to buffer EV chargers through their own fixed batteries. 	<p>The Policy states that it will be up to the provider to investigate and ensure the electricity supply is sufficient for use with EV chargers, and if not, it is the providers responsibility to organise upgrades:</p> <p><i>‘...a review of the available electrical infrastructure is required prior to installation to ensure that there is sufficient existing capacity to cater for charging stations...If the existing electrical supply is found not to have sufficient capacity, it is the responsibility of the provider to organise any upgrades that may be required.’</i></p>	None required

Issue No.	Issue/Theme	No. of Submissions	Key Comments	Response	Proposed changes
				Fixed batteries in EVs chargers are not within the control of Council; this is controlled by EV providers.	
6	Location/parking	4	<ul style="list-style-type: none"> • Please avoid prime parking spaces at any given site for EV chargers. Giving us spaces next to, say, the entry door to a shopping centre, or something beachfront with a view, can only breed resentment. We don't need that. Something nearish to a desirable site, but off to one side, is perfectly fine. • Make sure the marked spaces are longer than usual, as charge ports aren't consistently located on different cars. • Consider the North Gate centre at Fairy Meadow, at the end of Mount Ousley Road. • Please also give some consideration to the Clifton School Parade carpark, and/or the Mount Keira Lookout car park. Both would be showcase sites. • Having them located in Council car parks and near parks/recreational areas (like the beach) would also make them a lot more useful! • Noticed on trip to Goulburn and Canberra that chargers were 	<p>It is preferred by Council that EV charging stations are located in areas nearby tourist destinations, amenities, food outlets etc. to encourage the uptake of EVs and promote visitation to the region. The exact car parking spaces that will be dedicated for EV charging at any proposed site will be determined in discussion between providers and Council, taking into consideration traffic management, public safety and other uses of the area.</p> <p>The Policy has a provision in the Access section that ensures that EV parking spaces will cater for the charging port locations on all types of EVs:</p> <p><i>'EV parking spaces should cater for all types of EV charging connections used by vehicle manufacturers and the location of their charging points on all types of vehicles; this will require two existing car parking spaces per charging bay.'</i></p> <p>It is included in the Policy that providers must consider, amongst other factors, the following:</p> <p><i>'...proximity to a range of amenities, including but not limited to: restrooms,</i></p>	None required

Issue No.	Issue/Theme	No. of Submissions	Key Comments	Response	Proposed changes
			<p>available at Council owned Tourist Info Centres. Would be good to have at local libraries too.</p> <ul style="list-style-type: none"> Please consider that the charging stations are located close to eateries, comfort stops (toilets), playgrounds etc. 	<p><i>seating, food outlets, tourist locations and other attractions.’ The Policy also states that ‘the location must meet the definition of a destination location; frequented by visitors and showcases Wollongong’s diverse destinations, tourist attractions and amenities.’</i></p> <p>The locations proposed by a number of submissions will be considered for future EV charging station sites.</p>	
7	Renewable energy	1	<ul style="list-style-type: none"> To align with Council’s Zero Emissions 2050 goal, I strongly recommend a mandatory requirement for renewable energy to be used for charging. This can be achieved by offsets to be paid for by the consumer or installation of solar arrays to cover the power consumption. It may be possible for the tendering company to install panels on Council Buildings and donate them to Council as an offset. 	<p>Council will not own, operate, manage or maintain EV charging stations, and therefore it is up to the provider to organise sufficient power supply and manage their use of this.</p> <p>Although this is the case, an amendment has been proposed for the Policy to include aspirational wording regarding Council’s encouragement of the use of renewable energy/green power where practical.</p> <p>It is understood that the electrical grid will continue to become ‘greener’, sourcing more energy from renewable resources. Council will continue to monitor and respond to these opportunities as they arise, with potential for inclusion in future reviews of the policy which occur in each Council term.</p>	<p>The Sustainability section of Policy under Site Selection and Design Requirements has been updated to include new wording regarding renewable energy/green power as follows:</p> <p><i>‘In order to reduce the environmental impact of EV charging stations on public land in the Wollongong LGA, Council encourages the use of renewable energy or green power where</i></p>

Issue No.	Issue/Theme	No. of Submissions	Key Comments	Response	Proposed changes
					<i>practical and feasible.'</i>
8	Council leadership	1	<ul style="list-style-type: none"> I am happy to see Council taking action on more electric car charging infrastructure. The more councils take action the better as this will drive future EV updates. 	The Policy aims to guide providers and Council on using public land for EV chargers, with the objective to increase chargers in Wollongong LGA and improve community uptake of EVs.	None required
9	E-bikes	2	<ul style="list-style-type: none"> It should include provision for recharging E-Bikes (unless this is already being addressed in a separate WCC strategy). I consider this "vehicle charging infrastructure" should include cycling and that if it is not given priority in ALL Wollongong Council road and infrastructure planning, design, maintenance and construction activities, then the objectives of the Cycle Strategy 2030 will not be achieved. Could we please incorporate electric bike charging points at key locations? 	<p>The inclusion of e-bike chargers at key locations for EV charging stations needs to be carefully considered for further space and safety issues.</p> <p>The draft Wollongong Cycling Strategy 2030 includes reference to e-bikes in the following sections:</p> <ul style="list-style-type: none"> Priority 2: Convenient: Through our education programs, we will teach our community about current and upcoming technologies such as e-bikes and how they can aid in moving around obstacles such as hills, reducing fatigue for riders and offer a more sustainable, alternative form of transport, particularly for short trips. Priority 5: Innovation: Recent advancements in electronic bicycle technologies, commonly known as e-bikes, have reduced the cost of entry and the distances e-bikes can travel between charges. E-bikes enable riders to sustain their speed for an 	None required

Issue No.	Issue/Theme	No. of Submissions	Key Comments	Response	Proposed changes
				<p>extended period of time, climb hills with ease and arrive to work, school and shops sweat-free potentially reducing the demand for shower and change facilities.</p> <p>Action: 5.2 Support innovative technology solutions in the cycling industry, such as smart phone apps, e-bikes and bike share schemes.</p> <p>Council staff are investigating opportunities for e-bike charging and will consider inclusion of provisions in future updates to this Policy or other associated strategies.</p>	
10	Other Comments	3	<ul style="list-style-type: none"> Confusion about goals and objectives in the Community Strategic Plan associated with environmental protection but then Council supports the extension of the Russell Vale coal mine. Would like to speak to someone in Council. Mountain bike track Consider smart benches that you can charge a mobile phone at key locations. 	The Russell Vale mine, mountain bike tracks and smart benches for mobile phone charging are outside of the scope of the Policy.	None required

Summary of proposed changes to draft policy

As identified above, the inclusion of wording regarding the use of renewable energy and/or green power is proposed in response to the feedback from public exhibition. This change is detailed in Table 5 below.

Table 5: Proposed wording change to draft policy


Original section wording	New section wording
Sustainability – The provision, establishment, operation, management, maintenance and removal of EV charging stations and supporting infrastructure must be in line with DCP Chapter A2: Ecologically Sustainable Development.	<p>Sustainability – The provision, establishment, operation, management, maintenance and removal of EV charging stations and supporting infrastructure must be in line with DCP Chapter A2 Ecologically Sustainable Development.</p> <p><i>'In order to reduce the environmental impact of EV charging stations on public land in the Wollongong LGA, Council encourages the use of renewable energy or green power where practical.'</i></p>

Recommendation

An updated draft Electric Vehicle Charging Stations on Public Land Policy (Policy) has been prepared based on the outcomes of the public exhibition process. The updated Policy now includes aspirational wording regarding the use of renewable energy and/or green power for EV charging stations. The Policy will support an increase in the availability of EV charging stations in the Wollongong LGA and will encourage a greater community uptake of EVs. This will support Council's Climate Emergency Declaration and the achievement of the adopted emissions reduction target of net zero emissions by 2050 for the City of Wollongong.

It is recommended that Council adopt the updated Policy.





Appendix A: Screenshot of engagement webpage for draft Policy


[About community engagement](#)
[Council website](#)

[Sign In](#) | [Register](#)

[Home](#) » [Electric Vehicle Charging Stations on Public Land Policy](#)

Electric Vehicle Charging Stations on Public Land Policy

We have developed a **draft policy** to provide for the establishment of electric vehicle charging stations on public land. Installing charging stations on public land will provide increased public access to charging infrastructure, encouraging the uptake of electric vehicles.

The policy seeks to ensure that stations are safe, well managed, accessible and efficient asset for the community. The draft policy sets out Council's requirements and expectations for potential providers of charging stations.

For more detail read the policy, and Council report in the [Document Library](#).

How to share your thoughts on the draft policy:

- complete the feedback form
- email engagement@wollongong.nsw.gov.au
- write to us at Locked Bag 8821 Wollongong NSW 2500

If you're Deaf or have a hearing or speech impairment, you can contact us through the National Relay Service. If you need an interpreter you can contact us through the Translating and Interpreting Service on 131450. You'll need to provide our phone number 02 4227 7111 for either service.

Please read Council's [Privacy Notification](#) before submitting your feedback.

We seek your feedback on the draft policy up until **16 October 2020**.

[FEEDBACK FORM](#)



[REGISTER](#) to get involved!

Key Dates

Feedback opens
16 September 2020

Feedback closes
16 October 2020

Document Library

☐ Draft Policy - Electric Vehicle Charging Stations on Public Land (186 KB) (PDF)

☐ Council Report - Electric Vehicle Charging Infrastructure (440 KB) (DOCX)

Lifecycle

Open
This consultation is Open for contributions.

Under Review
Contributions to this consultation are closed for evaluation and review. The Project team will report back on key outcomes.

Final Policy to Council
Final Policy is presented for endorsement at a Council meeting, including a report on how community feedback was considered.

Feedback form

Appendix B: Copy of social media posts



City of Wollongong

21 September · 🌐

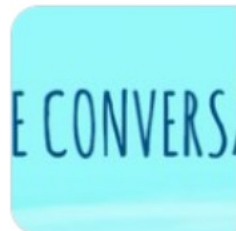
We are looking to power the future, and we've got a draft plan on show that will help guide the development of more electric vehicle charging stations in Wollongong 🚗🔌 More charging stations on public land will encourage more electric vehicles, and we want to ensure that the stations are safe, well managed and an asset for our community. Learn more and leave your thoughts at <https://our.wollongong.nsw.gov.au/electric-vehicle-charging...>



Wollongong City @Wollongong_City · Aug 31

...

Get ready to share your thought on our policy proposal for electric vehicle charging station on public land. It'll be on public exhibition soon through our.wollongong.nsw.gov.au #wccmeeting #councilmeeting



Our Wollongong

Welcome to Wollongong City Council's online community engagement site. Community engagem...

🔗 our.wollongong.nsw.gov.au



Appendix C: Other media coverage

Media promotions related to the exhibition of the draft Policy, through various forums (other than Facebook and Twitter), as outlined in Table 7.

Table 7: Media promotion links

Media Forum	Link
Illawarra Mercury	https://www.illawarramercury.com.au/story/6896098/electric-vehicle-charging-stations-to-spring-up-in-wollongongs-public-car-parks/ https://www.illawarramercury.com.au/story/6280497/push-for-more-electric-car-charging-stations-around-wollongong/

Appendix D: External stakeholders emailed regarding the exhibition and copy of email script

- NRMA
- Electric Vehicle Council
- Charge Fox
- EVIE

Email

Good afternoon

Wollongong City Council has developed a draft Electric Vehicle Charging Stations on Public Land Policy to provide for the establishment of electric vehicle charging stations on public land.

Installing charging stations on public land will provide increased public access to charging infrastructure, encouraging the uptake of electric vehicles.

The policy seeks to ensure that stations are safe, well managed, accessible and an efficient asset for the community. It sets out Council's requirements and expectations for potential providers of charging stations.

To read the policy, and provide any feedback please visit

<https://our.wollongong.nsw.gov.au/electric-vehicle-charging-infrastructure-on-public-land-policy>

We invite your feedback on the draft policy up until **5pm 16 October 2020**.

Kind regards



ELECTRIC VEHICLE CHARGING STATIONS ON PUBLIC LAND COUNCIL POLICY

ADOPTED BY COUNCIL: "[TO BE COMPLETED BY GOVERNANCE]"

PURPOSE

The purpose of this Policy is to provide guiding principles to prospective providers and Council for the establishment, operation and management of Electric Vehicle Charging Infrastructure (EVCI) on Public Land in the Wollongong Local Government Area (LGA). This is to allow for consistency in approach and execution and ensure that providers are aware of Council's requirements and expectations.

POLICY INTENT

The main objectives of this Policy are to:

1. provide guiding principles for the provision, establishment, operation and management, maintenance and removal of EVCI on appropriate parcels of Public Land in the Wollongong LGA;
2. clearly outline the roles and responsibilities of the provider and Council in relation to the establishment, operation, management and removal of EVCI;
3. promote visitation to the region by encouraging the placement of EVCI at desirable tourist locations to address Range Anxiety; and
4. support the uptake of sustainable transport options which will aid the community in reducing emissions in the Wollongong LGA.

WOLLONGONG 2028 OBJECTIVES

This Policy supports the delivery of the following Wollongong 2028 goals:

- 'Goal 1 – We value and protect our environment'
- 'Goal 2 – We have an innovative and sustainable economy'; and
- 'Goal 6 – We have affordable and accessible transport'.

Specifically, it contributes to the following strategies and deliverables:

<i>Community Strategic Plan</i>	<i>Delivery Program</i>
1.2.1 Reduce our ecological footprint, working together to mitigate the impacts of climate change and reduce waste going to landfill.	1.2.1.3 Methods to reduce emissions are investigated and utilised.
1.2.2 Government and community work together to mitigate and adapt to the impacts of climate change on our environment and future generations.	1.2.2.1 Our community is proactively engaged in a range of initiatives that improve the sustainability of our environments.
1.5.1 Participate in the Global Covenant of Mayors and set emissions reduction targets for the city.	1.5.1.1 Set an emissions reduction target and carry out actions to reduce greenhouse gas emissions through the Global Covenant of Mayors.
2.2.1 Further diversify the region's economy through a focus on new and disruptive industries and green technology.	2.2.1.1 The development of renewable energy products and services is supported.
2.3.1 Build our city as a tourist destination of choice for conferences, events, and a place to live, learn, work and visit.	2.3.1.2 Support projects that investigate opportunities for the provision of tourism infrastructure.
6.3.3 Plan for effective future changes in transport including the option for disruptive transport technologies in the future.	6.3.3.1 Investigate the option for disruptive transport technologies and the impact on the future transport network

ELECTRIC VEHICLE CHARGING STATIONS ON PUBLIC LAND**COUNCIL POLICY****POLICY****Public Procurement Process**

Council aims to ensure the appropriate establishment of EVCI on Public Land, that this infrastructure will be installed and operated in a safe, well-managed and sustainable as possible manner and will be an ongoing asset for the wider community.

The installation and operation of EVCI on Public Land requires the completion of a detailed public procurement process. Successful providers will be invited to enter into a lease/licence/agreement (unless other consent pathways are identified) with Council for the site.

Key aspects of the procurement process include:

- demonstrating experience, skills and resources in establishing, operating and managing EVCI
- contacting Council to discuss potential sites and design requirements
- obtaining public liability cover to the value of \$20 million
- addressing the site selection criteria for a suitable location as outlined in this Policy
- developing a design layout of the overall EVCI site including details of parking, signage, type of charger/compatibility and requisite power supply in accordance with the design requirements outlined in this Policy; and
- provision of a suitable management plan for operation and maintenance of EVCI.

In some instances the installation of an EV charging station will fall within the exempt development provisions of the [State Environmental Planning Policy \(Infrastructure\) 2007](#). However, a Development Application (DA) may still be required depending on the proposed location. It is the provider's responsibility to obtain any required consents or approvals.

Site Selection Criteria and Design Requirements

The following site selection criterion and design requirements must be addressed in order for Council to progress the procurement process for the installation and operation of EVCI on Public land.

Location – The location of the EVCI must be on suitable Public Land, preferably in an off-street existing car park. Council may consider other areas of Council-owned and managed Public Land where the provider is able to demonstrate that public safety and traffic movement will be managed sufficiently. The location must be compliant with AS/NZS 60079.10.1, *Explosive gas atmospheres*.

The location must meet the definition of a destination charging location; frequented by visitors and showcases Wollongong's diverse destinations, tourist attractions and amenities.

In proposing the location the provider must consider a number of factors, including: the proximity to other EV charging points; potential impacts on the traffic flow and other uses of the area and close proximity to a range of amenities, including but not limited to: restrooms, seating, food outlets, tourist locations and other attractions. The provider must demonstrate how these factors have been addressed/considered in their submission to Council.

Discussion with Council will determine site-specific conditions which the provider will be subject to under the lease/licence/agreement arrangements.

Power – Charging stations must have suitable access to existing electrical supply. As chargers draw a significant amount of power, a review of the available electrical infrastructure is required prior to installation to ensure that there is sufficient existing capacity to cater for charging stations. Evidence must be provided to demonstrate the sufficient capacity of the grid, considering the number of charging stations proposed to be installed at any one location. If the existing electrical supply is found to not have sufficient capacity, it is the responsibility of the provider to organise any upgrades that may be required. Exceptions to this may be

ELECTRIC VEHICLE CHARGING STATIONS ON PUBLIC LAND

COUNCIL POLICY

considered in discussion with Council and if Council is already looking to upgrade electrical supply in proposed locations.

Safety – Destination Charging is likely to be in demand over extended hours and in locations that will be unmonitored. Dedicated EV parking bays shall comply with DCP Chapter E2: Crime Prevention through Environmental Design. The location of the charging stations must be easily seen by pedestrians and vehicles and be adequately lit. Parking signage must be in accordance with Australian Standard 1742. Wayfinding and safety signage are required to highlight the location of the facility and provide information on the use of charging stations, including but not limited to, parking restrictions, costs of charging and instructions. EVCI (including, but not limited to, supporting infrastructure such as signage, bollards, designated charging bay), must be managed and maintained by the provider throughout the operation of the facility to ensure continued good working order and to mitigate risks such as electrocution and trip hazards so that the provider can ensure public safety at all times.

Access – EVCI should be accessible at all times, available 24 hours a day, seven days a week and therefore must not be subject to traffic movement congestion. The location of charging stations must be connected to the wider transport network and must allow for disability access compliant with the *Disability Discrimination Act 1992*. The EV parking spaces should cater for all types of EV charging connections used by vehicle manufacturers and the location of their charging points on all types of vehicles; this will require two existing car parking spaces per charging bay. The dedicated EV parking bays are to only be used by EVs while charging; appropriate signage and labelling of dedicated EV parking bays must clearly identify this. Appropriate charging time restrictions will be discussed with Council and stipulated in the lease/licence/agreement; this information must be made clear to users of EV charging bays.

Sustainability – The provision, establishment, operation, management, maintenance and removal of EV charging stations and supporting infrastructure must be in line with DCP Chapter A2: Ecologically Sustainable Development.

In order to reduce the environmental impact of EV charging stations on public land in the Wollongong LGA, Council encourages the use of renewable energy or green power where practical and feasible.

Types of Charging Stations – Council will only accept the installation of chargers in accordance with NSW Government's EV charging standards and principles. As a minimum, chargers must meet the following performance criteria:

- Fast charge 50kW.

However, it is Council's preference that provider's install:

- Super-fast charge 120kW, or above.

As technology in this area develops, the provider may be required to upgrade existing charging infrastructure to meet community demand.

Leasing/Licencing Requirements

Providers are subject to the specific conditions and obligations outlined in the leasing/licencing/agreement as agreed with Council. The nature of the lease/licence/agreement will be determined on a case by case basis and will consider factors, including but not limited to, the provider, proposed site and design, maintenance obligations, public safety and legal liability, insurance requirements and desired length of operation of EVCI. Leasing/licencing of sites on Public Land must be in accordance with Council's [Leases and Licences of Council Owned and Managed Land, Buildings and Public Roads Policy](#).

The acquittal process and terms of payment will be determined in lease/licence/agreement arrangements. The provider will be required to provide a security or bond to Council prior to the commencement of the lease/licence/agreement and installation of EVCI. Any further upgrade or expansion of the EVCI will be subject to further consideration and consent from Council.

ELECTRIC VEHICLE CHARGING STATIONS ON PUBLIC LAND

COUNCIL POLICY

Council reserves the right to terminate a lease/licence/agreement entered into with a provider of EVCI and require the removal of EVCI and supporting infrastructure if a breach of the lease/licence/agreement occurs. In these circumstances, the provider of EVCI would be required to make good the land.

Council's Role

Council will:

- ensure a fair and equitable selection of providers;
- provide input into the development of site selection and designs for EVCI on Public Land;
- review and assess suitable applications for EVCI on Public Land; and
- promote EVCI by making information freely available to the wider community via our website such as the location of charging stations in the Wollongong LGA.

Provider's Role

Eligible providers will:

- be required to enter into a lease or licence agreement with Council;
- adhere to the site selection criteria and design requirements set out above, including all operational and environmental controls;
- be responsible for the installation (including appropriate power supply), operation, management, maintenance and removal associated with EVCI and all supporting infrastructure;
- be responsible for and bear the cost for any upgrades required for the existing electrical supply infrastructure to have the capacity to cater for EV charging infrastructure;
- remain responsible for any upgrades in plug and connection hardware that may be required as EV technology develops; and
- provide access by arrangement, for educational or promotional activities in partnership with Council.

LEGISLATIVE REQUIREMENTS

The provider is required to comply with all relevant legislation and obtain all applicable approvals and consents. Consideration must be given to Council Policies that may apply to various aspects of the establishment, management, maintenance, operation and removal of EVCI on Public Land.

REVIEW

This Policy will be reviewed every two years from the date of each adoption of the Policy, or more frequently as required.

REPORTING

Reporting on the continued compliance with EVCI and supporting infrastructure being a safe facility ie any regular compliance certificates required during operation.

ELECTRIC VEHICLE CHARGING STATIONS ON PUBLIC LAND

COUNCIL POLICY

DEFINITIONS

Council – Refers to Wollongong City Council.

Provider – A company or organisation which provides/supplies EVCI.

Public land – As defined in the [Local Government Act 1993](#), means any land (including a public reserve) vested in or under the control of the council, but does not include:

- a) a public road*; or
- b) land to which the [Crown Lands Management Act 2016](#) applies*; or
- c) a common; or
- d) a regional park under the [National Parks and Wildlife Act 1974](#).

* For the purpose of this Policy, 'Public Land' includes public roads where Council is the roads authority under the [Roads Act 1993](#) and Crown land managed by Council.

Destination Charging – EVCI that is installed in locations frequented by tourists and visitors such as hotels, restaurants and points of interest.

Electric Vehicle (EV) – This describes a range of different vehicles that are powered by an electric motor with a battery on its own or accompanied by a fuel-powered internal combustion engine. This includes Plug-in Hybrid Electric Vehicles (PHEVs).

EV Charging Infrastructure (EVCI) – Infrastructure that supplies and supports the provision of electric energy to recharge EVs. This includes charging stations, signage, designated parking bays and all other supporting infrastructure.

Range Anxiety – The fear that when driving an EV vehicle, it will run out of charge and the driver will be stranded due to the inability to recharge.

APPROVAL AND REVIEW		
Responsible Division	City Strategy	
Date/s adopted	Executive Management Committee [updated by policy owner]	Council [DD Mmmm YYYY]
Date/s of previous adoptions	[DD/MM/YYYY]	
Date of next review	[Not more than two years from date of last review]	