

Electric Vehicle Charging Infrastructure (EVCI) Policy

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Enquiries: Manager Strategic Planning

📅 Тelephone Interpreter Services - 131 450 Τηλεφωνικές Υπηρεσίες Διερμηνέων بخدمة الترجمة الهاتفية 電話傳譯服務處 Служба за преведување по телефон

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1 Introduction

1.1 Background

Bayside Council is committed to supporting the uptake of electric vehicles (EVs) in the Bayside Local Government Area. The transition from vehicles with internal combustion engines powered by fossil fuels to vehicles powered by electricity from renewable sources will enable reduction in community greenhouse gas emissions.

Council supports the provision of publicly accessible electric vehicle charging infrastructure and supports electricity from a renewable source to reduce greenhouse gas emissions and maximise the environmental benefits of the transition to electric vehicles.

The purpose of this Policy is to provide guidelines for the establishment, operation, management, and removal of Electric Vehicle Charging Infrastructure (EVCI) on Council Land in the Bayside Local Government Area.

2 Objectives of the Policy

The objectives of this policy are to:

- Provide guidelines for the establishment, operation, management, maintenance, and removal of EVCI on appropriate parcels of Council Land in the Bayside LGA.
- Clearly outline the roles and responsibilities of third-party providers and Council in relation to the establishment, operation, management, and removal of EVCI.
- Support the uptake of EVs which will aid the community in reducing transportrelated emissions in the Bayside LGA.
- Support residents to access publicly accessible EVCI as part of an integrated transport network.
- Ensure that the placement of EVCIs does not negatively impact the amenity of the public domain.
- Increase public awareness of EVs and EVCI.

3 Policy

3.1 Application

- The provision of EVCI on Council land within Bayside LGA is subject to approval by Bayside Council.
- The EVCI provider is required to complete Council's EVCI Application Form. Council will assess and determine the application.
- EVCI will be subject to agreements between suppliers and Council.
- These agreements will address all aspects from establishment, operation, management, and removal of EVCI on Council Land in the Bayside Local Government Area.

3.2 EVCI Provider Selection

The installation and operation of EVCI on Council Land by a suitable provider/s will be subject to assessment of the application by Council.

Key aspects of the EVCI application and assessment process include:

- Demonstrating experience, skills and resources in establishing, operating and managing EVCI.
- Developing a design layout of the overall EVCI site including details of parking, signage, safety, access, traffic management, type of charger/compatibility and required power supply in accordance with the requirements outlined in this Policy.
- Provision of a suitable management plan for operation, maintenance and removal of EVCI.
- Successful providers will be required to enter into a lease/licence/agreement (unless other consent pathways are identified) with Council for the site.
- 100% clean green energy

3.3 Electric Vehicle Charging Infrastructure

Council will consider the below types of EVCI only:

- Fast Level 2 Chargers (AC 7-22kW) for commuter parking sites and car parks with 4-8 hour parking limits
- Ultra Fast Level 3 Chargers (DC 50-350kw) for destination locations and transit corridors with 2 hour or less parking limits

Chargers with integrated advertising is not permitted on Council Land.

<u>Ultra-fast chargers</u> have a capacity of up to 350 kilowatts (kW). Vehicles can recharge between 200 and 400 kilometres (km) in approximately 15 minutes.

<u>Destination chargers</u> have a capacity of between 7 kW and 25 kW. Vehicles can recharge between 40 km and 140 km per hour. These chargers are best suited in commuter carparks or tourist accommodation where people leave their cars parked for longer periods of time.

EVCI must have suitable access to an existing electrical supply. Sites with sufficient supply to support EVCIs will be prioritised. At sites where the supply is not adequate, it will be the responsibility of the provider to organise and fund any network improvements.

3.4 Site considerations

The following criteria will be considered by Council when selecting location(s) for EVCI:

- Council owned or managed land.
- Current and anticipated future land use of the site.
- Existing car parking availability (preferably off-street locations to minimise interference with pedestrian and cycle networks, outdoor dining and active frontages).
- Minimal impact on car parking availability for non EVs.

- Not adversely impact road safety or traffic movements.
- Proximity to a range of amenities such as parks, beaches, tourist areas, public transport, active transport, business precincts, community and public facilities.
- Accessibility at all hours with adequate lighting.
- Compliance with relevant Australia Standards
- Locations in areas of high demand, or nominated by the pubic and avoiding locations that impact low rise residential addresses.
- Suitable access to an existing electricity supply
- Personal safety of end users in areas of high surveillance
- Potential for multiple bays in one location
- Availability or provision of shade

EVCI locations within the road corridor will require Bayside Traffic Committee endorsement prior to implementation and operation.

3.5 Signage

Parking bays allocated to electric vehicles will be signposted using standardised Transport for NSW signage. They will also be clearly marked on the road surface.

EV charging locations will be listed on Council's website.

Council will provide information about the public EV chargers to the community including content to enhance community understanding about electric vehicles and how to charge them.

Integrated advertising on EVCI is not permitted.

3.6 Fees and Charges

Any associated fees are set out in Councils Schedule of Fees and Charges and is subject to annual review.

3.7 Legislative

The on-street electric vehicle (EV) chargers are installed under the Roads Act 1993 and State Environmental Planning Policy (Transport and Infrastructure) 2021. The installation of the associated parking signs for EV on-street parking must be reported to the Council's Local Traffic Committee and Council for consideration and approval.

3.8 Off-street and private EV charging

Council's Development Control Plan (DCP) includes controls to ensure that electric vehicle charging infrastructure is incorporated into new development, supporting the installation of off-street EV charging.

Council will provide advice and information to residents and businesses about installing private EV charging infrastructure where possible.

3.9 Licence Requirements

Council requires providers to enter into an appropriate leasing/licensing agreement addressing:

- The providers responsibility for all implementation and operation costs for the full life cycle of the infrastructure.
- Service Level Agreements for operation, maintenance and inspection of EVCIs to ensure a reliable service is provided to consumers.
- Responsibility for the decommissioning of the infrastructure
- Evidence of adequate insurances for public indemnity, workers compensation and legal liability
- Length of operation of EVCIs
- Site specific conditions
- Details of proposed design including associated lines and signs
- All costs being borne by the infrastructure provider
- Agreement term to be no longer than 10 years.

The provider may be required to upgrade existing EV infrastructure to meet the latest industry standards and requirements.

Council reserves the right to:

- decline an application for EVCIs where appropriate.
- accept one or more providers within proximity to each other.
- remove any EVCIs at any time and for any reason if it is found not to be in the best interest of the community. All costs will be the responsibility of the infrastructure provider.

3.10 Monitoring and evaluation

The effectiveness of this Policy will be monitored and evaluated on a regular basis regarding:

- number of charging stations installed.
- utilisation rates
- increase in EVs in the community.
- user satisfaction and community satisfaction

Council reserves the right to terminate an agreement for low performing locations.

4 Policy implementation

4.1 Policy responsibilities

The Director City Futures has responsibility for this policy.

4.2 Procedures

Procedures that support this policy may be approved by the General Manager from time to time.

5 Document control

5.1 Review

This policy is reviewed at least every four years and when relevant legislation changes.

The Manager Governance & Risk may approve non-significant and/or minor editorial amendments that do not change the policy substance.

5.2 Version history

Version	Release Date	Author	Reason for Change
1.0	24/04/2024 (Council)	Manager Strategic	New document
	10/04/2024 (CPE Com)	Planning	