City of
STONNINGTON

Electric Vehicle Charging Infrastructure Policy

CITY OF STONNINGTON ELECTRIC VEHICLE CHARGING INFRASTRUCTURE POLICY

Policy Owner

Environment & Infrastructure / Transport and Parking

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Electric Vehicle Charging Infrastructure Policy - Adopted by Council on 12 December 2022

Introduction

In line with Council's declaration of a Climate Emergency and the target of zero carbon emissions for the Stonnington community by 2030, Council supports increased use of electric vehicles (EVs) over fossil-fuel internal combustion engine vehicles for their environmental, social, and economic benefits.

Purpose

To support Council's commitment to increase local uptake of electric vehicles through facilitating and delivering a network of Council owned and privately managed public electric vehicle charging stations across the city, and encouraging electric vehicle charging stations on private land and in new developments.

Scope

This Policy applies to existing and proposed electric vehicle charging infrastructure on Council managed land including on-street and off-street parking within Stonnington and relevant interactions with existing or prospective electric vehicle charging providers. This Policy also applies in specific instances to electric vehicle charging infrastructure on private land and in new developments.

This Policy relates to Plug-in hybrid electric vehicles (PHEVs). Electric vehicles for the purpose of this policy do not include non-plug-in hybrids or fuel-cell electric vehicles. Electric scooters and electric bikes are also not included as their infrastructure and charging needs are different.

Objectives

The objective of the Electric Vehicle Charging Infrastructure Policy is to:

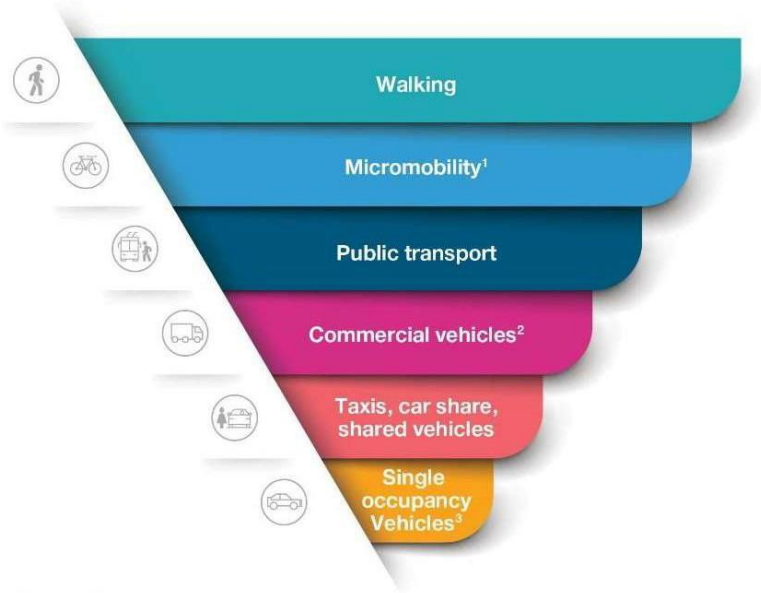
- Support a coordinated rollout and well-developed network of public electric vehicle charging stations across Stonnington including Council's approach to facilitating charging providers installing public charging infrastructure on Council land.
- Outline Council's role in delivering and facilitating this network whilst recognising, supporting, and not competing with the private sector.
- Outline Council's position on providing or facilitating EV charging access to those without off-street parking which will initially prioritise a well-developed public fast charging network.
- Outlines Council's position in specific instances on electric vehicle charging infrastructure on private land and in new developments.

Policy

Electric vehicles as a sustainable transport mode

Transport accounts for approximately one third of household greenhouse gas emissions in Australia (EPA Victoria[1]). Reducing car usage or switching to an electric vehicle are positive options to reduce greenhouse gas emissions. This is supported through Stonnington's Transport Hierarchy as outlined below.

[1] https://apps.epa.vic.gov.au/AGC/r_emissions.html#/!



1 Includes bikes, scooters, skateboards, both private and shared and those that are electric powered.
2 Those serving local businesses and institutions.
3 Electric-powered single occupancy vehicles to be prioritized over non-electric.

Electric vehicle charging stations on public streets and in Council managed off-street carparks

Council managed kerbside space and off-street carparks provide some of the most visible and convenient locations to install publicly available EV charging infrastructure. Council, however, has not historically directly funded or provided refueling infrastructure for private vehicles, this being the realm of the private sector. Council will therefore follow the principles outlined below when installing and facilitating electric vehicle charging in council managed off-street carparks and on public streets:

- Priority will be given in the first instance to establishing an accessible network of EV fast charging infrastructure in Council-managed off-street car parks, due to the availability, simplicity and lower cost.
- On-street charging will generally only be considered if no off-street charging option is available. Currently, on-street charging is more complicated and expensive to implement in terms of design, approval, site-leasing, installation, and management. Council will review this position as technology and options for on-street charging evolve.
- Priority will be given to the establishment of EV charging infrastructure that can provide both public access and support Council transitioning its own fleet to electric vehicles.
- Where privately operated but publicly accessible fast charging is provided at a fair price, Council at its absolute discretion, will not aim to compete with or duplicate such a service through installing comparable EV charging at a lower price point. Council will generally price charging access based on recuperating operating expenditure unless otherwise required.
- Charging speeds of EV charging infrastructure will consider parking usage and demand and will be linked to timed parking restrictions to ensure efficient use and ease of management.
- When planning a new installation, Council will consider community/commercial benefit, project costs (both financial and non-financial), and associated risks.
- Charging infrastructure should be powered using renewable energy.

- Council will prioritise equity in the charging network by aspiring to provide parking bays with universal access design for those with mobility challenges, and fair access to charging across the municipality especially where there is the highest need.
- Any EV car space managed by Council will be for the exclusive use of EV vehicles and when unattended any vehicle parked in such a space must be plugged in and actively charging or else be liable for financial penalty.

To expedite the rollout of electric vehicle charging infrastructure meeting the above guidelines, Council may initiate an Expression of Interest (EOI) process, seeking market interest to install EV charging infrastructure on Council-managed assets. Where required by the Local Government Act and Council's Procurement Policy, or determined by Council, such a process will welcome community feedback.

Charging for residents without off-street parking

Whilst many electric vehicles owners will have the option to charge their vehicles at home, in Stonnington just over 20% of households mostly in the west of the municipality do not have access to off-street parking, including just over 10% of houses[1]. In addition, there are multi-dwelling developments across Stonnington for which retrofitting of charging infrastructure is likely to be difficult and costly. Both types of households are expected to require alternative options to recharge an electric vehicle.

Even so, new, long-range EVs can travel more than 400km on a full charge and generally only need to be recharged once per week with the average Australian daily commute of 30 km. Such charging needs can be provided in an efficient, cost-effective (to provider and user), and equitable way by a well-developed network of public DC fast chargers.

Council will therefore prioritise facilitating the establishment of a fast-charging network focused on off-street carparks in activity centers. This would enable 76% of all residents to be no further than 500 metres from a publicly available charger, whether on Council or private land. Council will investigate both direct provision of EV charging infrastructure and facilitating installation by other parties.

Following the establishment of an accessible network of EV fast charging infrastructure in off-street car parks, Council will investigate neighbourhood charging including on-street options that can be used by more than one household.

Electric Vehicle Charging Infrastructure on private land

Private use

Installation of EV charging infrastructure within a private residence or premises, exclusively for private use, will not necessarily require advice or approval from Council. Residents should ensure any installation meets relevant Australian standards for electrical works and safety. Where EV charging infrastructure is visible from the street it may have an implication on heritage streetscapes and further advice should be sought from Council's Statutory Planning Unit.

[1] Terrill, M., Burfurd, I. & Fox, I (2021) The Grattan car plan: Practical policies for cleaner transport and better cities https://grattan.edu.au/wp-content/uploads/2021/10/Grattan-Car-Plan.pdf

Public use

Council is supportive of private operators installing and offering EV charging infrastructure for public use in convenient locations such as service stations, shopping centres and other destinations, providing this meets all relevant standards and laws. Charging for access to electric charging infrastructure is at the discretion of the operator however Council endorses fair pricing consistent with the cost of provision and aligned with that provided elsewhere in Melbourne. Council's position is that the EV charging market is rapidly developing, and that Council incentives are not required to expand the private EV charging network within Stonnington.

New developments

There are considerable cost and logistical benefits to installing EV charging infrastructure up-front or constructing an EV-ready new development. Aspects that should be considered at planning stage include the site electrical capacity and any upgrades required subject to Distributed Network Service Provider (DNSP) approval, switchboard and distribution board equipment, conduits and cable tray access.

Under Council's planning requirements, all new commercial/industrial/large scale residential developments are encouraged to include an appropriate standard of EV charging infrastructure. Decisions on EV charging are guided by the Sustainable Design Assessment in the Planning Process (SDAPP). The SDAPP includes transport guidelines and design recommendations that can be incorporated into a development to improve its sustainability.

Stonnington Council is part of the Council Alliance for a Sustainable Built Environment (CASBE) and a collaborative joint research project to elevate Environmentally Sustainable Development (ESD) targets for new developments. Through this project, higher standards and more detailed best practice guidelines are being developed around future proofing buildings and designing for electric charging infrastructure. Once included in the amended Planning Scheme, these will become Stonnington's recommended standard for EV charging infrastructure requirements for new developments.

Definitions

Term	Definition
Charging providers	Companies that commercially provide electric vehicle charging infrastructure for a fee or receive revenue by other means e.g. advertising
DC fast charging	Direct current fast charging converts standard power to direct current and delivers it to the electric vehicle battery. Capable of recharging an electric vehicle battery to 80% in less than 30 minutes.
Electric vehicle	Powered by motors that use electricity, unlike traditional internal combustion engine vehicles that use liquid fuels. Can be plugged into an electrical power source to recharge. Electric vehicles include fully-electric and plug-in hybrid which combines fuel and electricity.
Fuel-cell electric vehicles	Powered by hydrogen using a fuel cell to power an electric motor however required specialist refuelling infrastructure is not yet common in Australia.
Hybrid vehicle	Combines an internal combustion engine with an electric propulsion system to achieve better fuel economy. Not considered electric vehicles as they are not able to be plugged into an electrical power source.
Lamp post charging	Electric vehicle charging infrastructure integrated with street lighting either existing or newly installed. Whilst well-established elsewhere (e.g. London), such infrastructure is not common in Australia.
Off-street charging	Charging infrastructure provided to off-street parking spaces, including at-grade and multi-storey carparks.
On-street charging	Charging infrastructure provided to on-street parking spaces, including parallel and angle parking in residential areas and activity centres. On-street charging is generally more complex to install but can be required where off-street or private charging is difficult to provide
Opportunistic charge	Charging undertaken when someone was already going to a particular location and takes the opportunity to top-up.

Responsibilities

Party/parties	Roles and responsibilities
Council	Adhere to the Policy
Council officers	Adhere to, and implement, the Policy

Monitoring, Evaluation and Review

Council commits to monitoring processes, information sharing and decision making to understand the overall level of success in the Policy's implementation.

A periodic review of this policy will be undertaken to ensure any changes required to strengthen or update the policy are made.

Officers are authorised to make minor editorial amendments as needed for administrative or updated information purposes (for example, but not limited to: changes to position and roles, references to legislation, definitions etc.). Officers may also make amendments to the list of related documents at such times where reference material or guidelines require updating.

Related Legislation and Policies

There are a range of legislation, codes and Council documents that inform and support this Policy. These include, but are not limited to:

Legislation	Council documents
Road Management Act 2004 and subordinate legislation	Council Plan 2021-2025 Transport Policy Transport Strategy 2020-25 Climate Emergency Action Plan 2021-2024 Sustainable Environment Strategy 2018-2023