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Electric Vehicle (EV) Charging Infrastructure on Public Land Guidelines

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**Electric Vehicle (EV) Charging
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1. Related Policy and Overview

These Guidelines apply to the City of Ryde's **Electric Vehicle (EV) Charging Infrastructure on Public Land Policy (2021)** and for the implementation of EV charging infrastructure on land that is owned or managed by City of Ryde Council.

The Guidelines provide a criteria and guidance for the planning, design, provision, installation, risk management, maintenance and removal of Electric Vehicle (EV) infrastructure on public land in the City of Ryde Local Government Area (LGA). Wherever possible, charging infrastructure will also cater for charging other transport modes such as bicycles, motorbikes, new freight and public transport solutions.

Requirements are set and guidance is provided for the identification and assessment of suitable locations, appropriate types of infrastructure and potential partnership opportunities to select the most suitable and cost-effective solutions for Council and deliver the best outcome to community.

It is expected that the Council Policy and Guidelines will supplement residential and visitor access to off-street parking for EV charging infrastructure to uptake electric vehicle technologies.

2. Guidelines

2.1 Proposals from charging providers

Council supports private sector investment in this area to support opportunities for the rollout of public EV charging infrastructure. Council may consider (i) proposals received directly from EV charging providers to install EV infrastructure on public land in the Ryde LGA; or (ii) to develop and release Expression of Interest (EOI) processes to market seeking interest from the private sector to install EV charging infrastructure, including if an applicant proposes exclusive arrangements for the installation and use of EV chargers, or if multiple providers demonstrate interest for a particular location or area.

The assessment of any proposals or submissions from providers will be subject to negotiation on a case-by-case basis and observe all requirements under this Policy. The selection of suitable and qualified providers will be decided by Council in a fair and equitable way and will be at the discretion of Council to approve or reject. Should a provider fail to provide complete information in line with these guidelines, the proposal or application will be deemed incomplete and refused for approval.

Should two or more proposals be received from providers requesting the same location for the installation of EV charging infrastructure, the proposal presenting the

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best environmental, social and economic benefits will be supported at Council's discretion. If that occurs, Council reserves the right to either invite the unsuccessful provider to modify their proposal and reapply to another nearby location or develop and release an Expression of Interest (EOI) process to market.

Opportunities to establish Public/Private partnerships with EV charging providers will be considered by Council to deliver EV charging infrastructure on public land, subject to third parties sufficiently demonstrating relevant experience in previous similar projects, and based on strong business cases supported by evidence of market demand and EV charging behaviour in the Ryde LGA.

Proposals from charging providers are expected to provide Council details and known data on the projected uptake of the new EV charging infrastructure by Ryde residents and visitors and demonstrate the benefits to the broader community as aligned with promoting and increasing sustainable transport options across the city.

Any exclusivity requests from providers will be assessed by Council on a case by case basis, however preference is favoured towards a coordinated network of public EV chargers in the Ryde LGA that will foster market competition and provide fair and equitable rates for the broader community.

Proposals received from EV charging providers will be subject to:

- a) a 'public-interest' test through a full assessment of the proposal's benefits (social, environmental and economic), project costs (both financial and non-financial), risk management analysis, and details on forecasted revenue and cost-recovery models for Council wherever applicable, including if any capital or non-capital contribution is required from Council;
- b) adherence to all Council requirements, including but not limited to applicable planning controls, design manuals and plans of management, as well as procurement requirements and details on proposed shared use of customers data;
- c) full transparency on tasks, responsibilities and any fees or charges attributed to Council (reviewing whole of life infrastructure and associated costs), including Council staff time; and
- d) comparison to other EV charging options and models implemented by other Government bodies in partnership with the private sector on public land, including but not limited to learnings and successful business cases covering both free and paid charging sessions, along with details on community uptake and behaviour.

Council expects all proposals for EV charging infrastructure on public land would ensure at a minimum the following:

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- e) providers will facilitate consultation with energy provider and relevant authorities, with community consultation (especially neighbouring residents/businesses within a radius of 300 metres from the proposed location for EV charging infrastructure) managed by Council;
- f) unrestricted public use of the EV charging infrastructure at average market rates to be indicated under the initial proposal inclusive of any scaling or known rises or changes once installed;
- g) full life-cycle responsibility for infrastructure comprising design, supply, installation, commissioning, operation, on-going maintenance and removal or relocation of EV charging infrastructure if required; and
- h) adherence to best industry standards of services relating to reliability, work health and safety regulations and procedures, traffic and transport, signage, customer service, etc.

2.2 Site identification

A site may be considered suitable for the implementation of EV charging infrastructure where it is compliant with relevant legislations, zoning regulations and Council's plans of management and investment strategies for the area.

Any proposals from charging providers are required to demonstrate to Council's satisfaction that:

- a) the land is *public land* in accordance with the Local Government Act 1993, meaning any land (including a public reserve) vested in or under the control of the Council;
- b) the land classification has been considered. Community land may be considered suitable where the proposal is in accordance with the Local Government Act 1993, Crown Land Management Act 2016 and the relevant Plan of Management for that land;
- c) EV charging infrastructure is permissible under the relevant legislation at the proposed location (e.g. City of Ryde planning controls, relevant State Environmental Planning Policies, the Roads Act 1993, etc.). *Note: the provider is responsible for securing development consent or approval, where applicable, from City of Ryde Council on a case by case basis and at their own cost;*
- d) environmental constraints and characteristics of the proposed locations have been considered, including but not limited to elements of the proposal that could result in air, visual or noise pollution;

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- e) existing electrical supply network and infrastructure at the proposed location is suitable or can be reasonably upgraded at no cost or responsibility for Council, with no interference to Council-owned and managed switchboards and electrical connections. Proposals including renewable energy sources or arrangements to power the EV chargers with accredited green power will take preference;
- f) the land has a reasonable connection to the wider road network in the Ryde LGA;
- g) the facility and its operation will not adversely impact upon the amenity and function of surrounding areas;
- h) the EV charging infrastructure is kept safe with lighting and pedestrian and vehicular access available at all times of the day and night. Ensuring equitable access to charging is important in facilitating the uptake of electric vehicle technology to the whole community;
- i) the facility is compliant with relevant Australian Standards and Regulations for occupational health and safety. Charging station hardware must be located a safe distance away from hazards (e.g. dangerous goods and fuels);
- j) consultation with the local community and relevant stakeholders, including City of Ryde Council, is satisfactorily undertaken in conjunction with site selection; and
- k) permission granted by Council for the provision of a charging station on Council land will not preclude Council from allowing other providers, including Council, to offer charging infrastructure and services on nearby land or integrated to multi-function smart poles or similar infrastructure, with or without charging fees to end users.

2.3 Design considerations

The EV charging facility and all its ancillary infrastructure (including signage, parking bays and charging infrastructure) must always be highly visible and accessible for all motorists to find, with special consideration of the following as a minimum:

- a) wayfinding signage will be required to allow users to find the EV charging station from the main road network, similar to wayfinding signs for car parking. Wayfinding signage shall be consistent with relevant industry standards, best practice installations and applicable guidelines and technical directions from both local and State Governments and their agencies, as well as kept to a minimum to avoid unnecessary visual pollution;

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b) all EV dedicated parking bays shall be clearly labelled with the words ‘Electric Vehicle Parking Only While Charging’ or similar as a minimum, painted on the ground (or the like according to best industry practice and other successful case studies in operation at the time of each proposed installation) and approved by Council prior to installation. An exemption to this provision may be considered in areas where it is inappropriate or not possible, provided that sufficient alternative identification can be provided to the satisfaction of Council in a manner that allows for more widespread charging including the use of ‘Smart Poles’ or other similar infrastructure;

c) appropriate pole signage must be installed to indicate the parking spaces are allocated for ‘Electric Vehicle Parking Only While Charging’ or similar as approved prior by Council. Pole signage shall be provided in accordance with relevant technical directions from Transport for NSW and other relevant authorities. Should an EV not be charging, or another car parked on the dedicated parking bay, including a non-plug-in hybrid EV, the driver could incur a fine (Disobey No Parking Sign);

d) lighting is to be provided for the safety and security of EV drivers, passengers, and appropriate use of infrastructure. Lighting should be sufficient to easily read associated signs, instructions, controls on vehicles / EV infrastructure, identify all possible EV charging inlet locations and for charging cable visibility and proper management, preventing trip hazards and must not obstruct traffic sightlines or pedestrian mobility or footpath access;

e) parking spaces shall be located to ensure that safe sight distances for pedestrians and vehicles are met;

f) the promotion of tobacco, alcohol, gambling and related industries is not permitted on any advertising associated with and displayed on the EV charging infrastructure. EV charging providers will be required to provide a comprehensive and exhaustive list of permissible advertising content which to be disclosed to Council in the initial proposal. Advertising is also to be undertaken in accordance with the Outdoor Media Association Code of Ethics. Separate Planning approvals may be required for the presence of advertising, which may not be permitted in residential zones and other land uses according to relevant planning controls; and

g) all wiring is to be undergrounded before the proposed property boundary and any new private poles and additional overhead wiring within parks/road reserve should be avoided wherever possible for installations proposing independent electrical connections to power the EV charging infrastructure.

Providers will be required to prepare detailed concept designs and works as executed drawing packages to Council approval for the optimal installation of the

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proposed EV charging infrastructure in accordance with requirements for development applications involving works on public domain. These requirements will include footprint and setbacks, mounting systems proposed for the chargers, trench works and alignment (if required), relocation of assets on public land (if applicable), and proposed electrical connections with existing power supply or details on proposed electrical upgrades.

2.4 Parking configuration

The following must be considered at a minimum:

- a) all aspects of EV charging bays are to be designed and constructed in accordance with relevant Australian Standards and current industry best practice;
- b) all EV parking spaces / charging bay pavements shall be constructed to Council's specifications including sealing, kerb and guttering, pram ramps, signage and line marking;
- c) preference will be given to the provision of inclusive EV charging infrastructure that can cater for different transport modes and user needs, and that can serve two or more adjoining / adjacent parking spaces with mounting systems requiring minimum floor or wall space, observed the constraints of each location and the benefits for community; and
- d) if through the proposed EV dedicated parking bays within a Council-owned carpark requires a new car park layout, the providers may be required to fund the new design and line marking.

2.5 Fast, Smart & Universal Charging

Council's objective is to facilitate the provision of EV charging infrastructure for community use and uptake in an efficient, inclusive and accessible manner. All EV infrastructure proposed on public land in the Ryde LGA is to preferably provide fast charging capabilities and enable charging of two or more vehicles simultaneously, with charging units to provide dual or multiple-port connections wherever possible for space and cost optimisation.

The installation of EV charging infrastructure on public land in the Ryde LGA must be consistent with local, regional and State relevant long-term policies and strategies, as well as current best industry practices at the moment of each proposed new installation.

The charging technology proposed will include:

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- a) consistent standards for charging connections based on European CCS2 and CHAdeMo for DC fast chargers, and Type 2 for AC charging. These provisions aim to provide universal charging facilities, with necessary provisions made for the adaptation of the proposed infrastructure to cater for all types of EVs and connecting plugs;
- b) connected and smart EV chargers that allow the most efficient energy use for both consumers and network operators, as well as remote and live monitoring of the usage of the EV chargers through a user-friendly software;
- c) preference will be given to EV charging infrastructure with an input power capacity of 25kW or more concurrent charging per charging point on three-phase installations, however alternative arrangements involving slower charging speeds will be considered depending on the overall benefits indicated under each proposal;
- d) charging cables shall have the capacity to cater for EVs with front, rear or side charging points, and appropriate cable management solutions are expected to address and prevent not only vandalism but also any hazard for people utilising the chargers, pedestrians, passers-by, or other vehicles at any given time. As the technology evolves, smarter solutions will be available including wireless EV chargers, and will take preference over proposals involving cables;
- e) the provision of a cloud-based monitoring system software to allow regular monitoring and reporting of the usage of the EV charging infrastructure by users over time, preferably free of charge to Council;
- f) anti-vandalism solutions to protect EV chargers and their components, particularly charging leads and screens; and
- g) load management smart system to manage power supply and demand per location as appropriate.

The provisions and requirements under this item may be altered where future EV charging infrastructure technology supersedes the minimum criteria covered in this Policy, particularly if smarter and more sustainable alternatives are demonstrated to be suitable to the satisfaction of Council.

2.6 Leasing and Licensing

Any provision of EV charging stations on public land will be subject to licensing/leasing arrangements, or similar, between the provider and City of Ryde Council, in compliance with Council's relevant policies. In principle, any concession

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period should be kept to a minimum and shall not involve long-term commitment for Council.

Entering into a deed of agreement or Memorandum of Understanding or equivalent document with Council for the future installation and operation of EV charging station(s) on public domain in no way guarantees development consent or approval. The signature of any lease or licensing agreement is subject to development application consent and should contain standard clauses utilised for Council-owned assets, including but not limited to demolition, right of termination and make good.

Council reserves the right to require appropriate remuneration for the use of public land for the purposes of EV charging infrastructure, especially when long-term concession periods are required by providers. This may be in the form of a lease/licence fee, apportionment of user fees, or other form to be determined on a case-by-case basis as part of any licence/lease (or other) arrangement with providers, with Council's asset managers and other relevant internal teams and stakeholders to be consulted to provide advice.

2.7 Installation, maintenance and removal

Any costs associated with the supply, design, installation, operation, ongoing maintenance and removal or relocation of any given EV charging infrastructure on public land is the responsibility of the provider, unless agreed in writing otherwise with Council. This includes ancillary infrastructure such as dedicated car parking spaces, signage, line marking, pavement marking, lighting and the like, and the reinstatement of the site to match the existing surrounding domain, when required.

Prior to the commencement of any works on public land, Council may require a security bond or other security mechanism to be paid by the provider together with all applicable insurances and warranties. This security payment will be of sufficient value to cover all works required to reinstate the site to its original condition and might be held by Council for the duration of any lease or licence agreement.

Any costs incurred by Council in excess of the security amount will be borne by the applicant/EV charging station operator, with further details to be specified within the lease or licence agreement, including alternative arrangements if the creation and maintenance of a security bond for the duration of the lease/licence is not the preferred or most suitable option for Council.

Providers are expected to implement a maintenance schedule which includes regular inspections. All maintenance and repair works shall be carried out in a timely manner to avoid delays to service, with a requirement for providers offering 24/7 customer service based in Australia to be confirmed in the application submission.

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Support mechanisms including number of staff for customer service and response, response times for technical issues and faults and locations of servicing providers must be within Sydney and must make immediate effort to rectify any risks from electrical hazards and notify Council immediately. Information on these response times is to be provided to Council with reports on usage to demonstrate compliance.

Non-compliance with these Guidelines and its overarching Policy may lead to the termination of any agreement between the provider and Council and may result in the forced removal of EV charging and ancillary infrastructure, at the cost and responsibility of the provider.

The specific terms are to be determined as part of any licence/lease arrangement, or similar.

2.8 Renewable Energy

Many EV users are supportive of the technology as it aims to support their personal reduction of their carbon emissions as generated from driving. This outcome is also aligned with Council's commitments and goals to reduce emissions across our city for environmental and air quality improvement. As such, preference will be given for applications proposing to use renewable energy sources to power EV chargers on public land, or alternative arrangements to purchase accredited GreenPower for the same purposes, wherever practical. Demonstration of this ongoing power or offset registration is required to be submitted to Council annually and include total CO₂kg p/annum or equivalence.

3. Review

These Guidelines along with its Policy are proposed to be reviewed and endorsed by Council every 2 years to ensure relevant industry and regulation changes are addressed.

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