Draft – Electric Vehicle Charging Infrastructure on Public Land Policy

Date Adopted: TBC

Version: 1.0

Policy Objectives

The purpose of this document is to provide guidelines for the installation and management of electric vehicle charging infrastructure (EVCI) on Council Managed Public Land in the Maitland LGA. Council has identified a need to increase the availability of publicly accessible EV chargers to create an equitable public charging network, responding to the current gaps and future charging needs and developments within the LGA

Policy Scope

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 Maitland LGA;
2. identify that EV charging infrastructure on Council Managed Public Land may be owned and operated by Council or owned and operated by a Third-Party Charge Point Operator (CPO) under an agreement with Council;
3. outline the roles and responsibilities for third party CPO operated sites the roles and responsibilities of the CPO and Council in relation to the establishment, operation, management and removal of EVCI;
4. promote visitation to the region by encouraging the placement of EVCI at desirable locations to increase charging options and confidence in ability to make longer journeys in an electric vehicle.
5. support the uptake of sustainable transport options which will aid the community in reducing emissions in the Maitland LGA; and
6. attract and support investment to deliver EVCI improvements in Maitland

Policy Statement

Council aims to facilitate the appropriate establishment of EVCI that complements existing EVCI, addresses increasing demand and provides an ongoing asset for the wider community. Where EVCI is installed on Public Land this policy aims to ensure to the greatest extent possible that this infrastructure will be installed and operated in a safe, well-managed and sustainable manner.

The installation and operation of EVCI on Public Land requires the completion of a selection process that is appropriate for the land classification and other key attributes outlined in this policy such access to power supply, and this applies to both Council operated sites, and sites operated by third party Charge Point Operators (CPO's) under lease/licence/agreement with Council.

The installation and operation of EVCI on public land will not result in a reduction of disability parking spaces or the moving of disability parking spaces to further ingress/egress points of the carpark.

CPO operated EVCI on Public Land

Where the site is identified for operation by a third-party Charge Point Operator (CPO) the site operator will be selected via a process that aligns with the requirement for the land classification (Public Land -Operational) as identified within the Local Government Act 1993 and office of local government guidance on leases licences and other estates.[1]

Post selection a CPO will be invited to enter into a lease/licence/agreement with Council for the site with the key aspects required to be satisfied including:

- demonstrating experience, skills and resources in establishing, operating and managing EVCI
- consulting Council on 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. Should a Development Application (DA) be required It is the CPO's responsibility to obtain any required consents or approvals.

Leasing/Licencing Requirements

CPOs 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 CPO, proposed site and design, maintenance obligations, public safety and legal liability, insurance requirements and desired length of operation of EVCI. The acquittal process and terms of payment will be determined in lease/licence/agreement arrangements. Any further upgrade or expansion of the EVCI will be subject to further consideration and consent from Council. Council reserves the right to terminate a lease/licence/agreement entered into with a CPO of EVCI and require the removal of EVCI and supporting infrastructure if a breach of the lease/licence/agreement occurs. In these circumstances, the CPO would be required to make good the land.

Councils role:

Council will;

- 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 Maitland LGA.
- Undertake parking restriction compliance at its own discretion if not otherwise stated in the lease/licence/agreement

[1] https://www.olg.nsw.gov.au/councils/land-management/leases-licences-other-estates/

Charge Point Operators role

Eligible CPOs will:

- be required to enter into a lease or licence agreement with Council;
- adhere to the site selection criteria and design requirements set out in this policy 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, or do so in partnership with Council as negotiated in the lease;
- 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 CPO 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.

Council operated EVCI on Public Land

Where Council determines it has a role to provide EVCI that it owns and operates Council will;

- 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

Site Selection Requirements for Council and CPO provided EVCI

The following site selection criterion and design requirements must be addressed for Council to progress a Council – Provided or third-party CPO Provided EVCI installation and operation on public land.

Location – The EVCI should be on suitable public land, preferably in an off-street carpark or appropriate kerbside parking area where infrastructure like power poles or lights allows for installation and use by an Electric vehicle without impeding pedestrian movements. Council may consider other Council-owned public land if public safety and traffic flow can be managed. Factors to consider include proximity to other EV charging points, potential impacts on traffic and area usage, and nearby amenities such as restrooms, seating, food outlets, and tourist attractions.

Power – Charging stations must have access to adequate electrical supply. A review of the available infrastructure and planned charging rate (kW) is required to confirm sufficient capacity for the proposed stations. Evidence must show grid capacity for the number of stations at each location. If capacity is insufficient, any necessary upgrades will be the CPOs responsibility unless otherwise agreed to by Council. For Council owned and operated EVCI responsibility for any capacity upgrades will be considered in the case for installing EVCI at a Council Site. Load Control is to be considered to ensure that power demand remains within the limits of the site.

Safety – Destination charging will likely be in demand for extended hours in unmonitored locations. Charging stations must be visible to pedestrians and vehicles, adequately lit, and follow TfNSW parking signage guidelines. Wayfinding signage may be needed for visibility and usage instructions, including parking restrictions and charging details. The provider is responsible for managing and maintaining the EVCI (including signage, bollards, and charging bays) to ensure safety.

Access – EVCI on public land should be prioritised for availability 24 hours a day, seven days a week and areas are not subject to traffic movement congestion. The location of charging stations must be connected to the wider transport network. EVCI should to the greatest extent possible allow for disability access compliant with the Disability Discrimination Act 1992. The EV parking spaces should ideally cater for all types of EV charging connections used by vehicle manufacturers and the location of their charging points on all types of vehicles with CCS2 being the minimum requirement

Sustainability – The provision, establishment, operation, management, maintenance and removal of EV charging stations and supporting infrastructure must follow Ecologically Sustainable Development principles. To reduce the environmental impact of EV charging stations on public land in the Maitland 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:

- Destination 7 – 22 kW AC
- Fast charge 50kW
- Super-fast charge 120kW, or above.

The CCS2 standard is the minimum requirement for charging plug type. As technology in this area develops, the provider may be required to upgrade existing charging infrastructure to meet community demand.

Parking Signage and Time Limits

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. TfNSW traffic control device - R5-40-1n stating EV only Excepted While Charging will be the norm with time limits aligned with surrounding carparking spaces.

Figure 1 R5-40-1n

This sign is a 'prescribed traffic control device' and delegated/authorised to council to install on the network they manage. Approval to install is required by Traffic Committee. Monitoring of dwell time via parking sensors and active charging may be used to guide driver education and if deemed necessary compliance actions by Council Rangers.

Fees and pricing

- EV charging infrastructure should have open payment options such as credit/debit cards in addition to EV charging payment apps.
- Pricing models should encourage charging during periods of low electrical demand (for example during off-peak or shoulder periods) to help manage potential grid stress as EV uptake increases.
- For Council owned and managed EVCI, usage fees will be reviewed annually by Council with consideration to market rates, operational costs (e.g electricity) aiming to achieve a financially sustainable operating model.

Policy Definitions

Charge Point Operator	Third party company that provides specialist EV Charging Services
Council	Refers to Maitland City Council
Council Officials:	General Manager, Mayor, Councillors, employees, delegates and volunteers.
Community Land	All council land must be classified as either "community" or "operational" land. The *Local Government Act 1993* (Act) contains important restrictions on the ability of a council to grant leases, licences, and other estates over community land. This is coupled with requirements for public consultation to ensure that council take community views into account. The Act also outlines when a council must tender a proposed lease or licence.
CCS2	Combined Charging System 2
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 vehicle charging
Operational Land	All council land must be classified as either "community" or "operational" land. The main effect of classification is to determine the use of the land. Operational" land has no special restrictions other than those that may apply to any piece of land.
Public Land	Public land – As defined in the Local Government Act 1993, means any land (including a public reserve and public road) vested in or under the control of the council, but does not include: a) land to which the Crown Lands Management Act 2016 applies unless specified in an approved plan of management; b) a common; or c) a regional park under the National Parks and Wildlife Act 1974.

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.

Policy Administration

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

Policy History

VERSION	DATE APPROVED	DESCRIPTION OF CHANGES
1		Policy developed