Queanbeyan–Palerang Regional Council Public Electric Vehicle Charging Plan 2030

March 2023

QPRC

Acknowledgement of Country

We acknowledge the traditional custodians of the Queanbeyan–Palerang area and pay our respects to elders past, present and emerging. We acknowledge the stories, traditions and living cultures of our First Nations peoples on this land and commit to building a brighter future together.

QPRC Public Electric Vehicle Charging Plan 2030

March 2023

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Introduction

Electric vehicles (EVs) are anticipated to make up a significant share of the Australian passenger vehicle market by 2030 as supported by strengthening global, national and state commitments to reduce transport emissions. Model availability and affordability are also expected to increase significantly in the coming years, as prices for EVs decrease. So far, 18 of the 20 largest car manufacturers have committed to electrification targets or increased EV sales in the next decade.

Under the NSW Goverment's Electric Vehicle Strategy, EVs are expected to make up 52% of new car sales in NSW by 2030–31, such substantial growth will see EV registration in Queanbeyan–Palerang increase from 34 in 2020 to 10,000–20,000 in 2030.

The outlook for public charging in Queanbeyan is for strong growth and investment opportunity to support the EV industry. By 2030, Queanbeyan–Palerang will need at least 100–175 public chargers* to enable and support the expected increase in electrical vehicles over the next 10 years.

*Including public chargers on public land and public chargers on private land.

Queanbeyan–Palerang Regional Council is committed to facilitating or installing 100 EV chargers on public land for public use by 2030.

Figure 1.


EV

United Nations Sustainable Development Goals (SDGs)

As global citizens, the plan aligns with and contributes to the realisation of the following SDGs:

Purpose

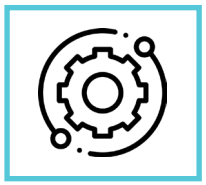
This Plan showcases the indicative future network of EV charging infrastructure on public land for public use in the Queanbeyan–Palerang local government area. The charging infrastructure will support the growth and uptake of EVs both locally and nationally and ensure long term benefits for the community including affordable prices, innovation, and accessibility.

The proposed network of EV charging infrastructure will integrate effectively and sustainability with the current transport network and local environment and prepare our community for the global transition to EVs.

The Plan provides broad direction for Council and providers of EV infrastructure in the provision, installation, configuration, ownership, management, maintenance and allocation of EV charges on public land for public use. When thinking about the future network, Council has considered a number of factors that influence both the placement and the type of charging infrastructure. This has included accessibility, convenience, capacity of the existing electrical network, security, journey destinations, visibility including heritage and access to home charging.

QPRC Public Electric Vehicle Charging Infrastructure Policy

1. **Provides a framework for the identification of conditions and requirements for the provision, installation, configuration, ownership, management, maintenance, fees and charges and removal of EV charging infrastructure on public land for public use.**



2. **Establishes requirements and approvals mechanism for any formal lease agreements with third-party private operators.**

3. **Defines a Council target for the facilitation and provision of EV charging infrastructure on public land for public use by 2030.**

Alignment with other Strategies and Plans

Our Plan has been prepared to ensure strategic alignment with state and local strategies and plans.

NSW Government Net Zero Plan Stage 1 2020–2030: The foundation for NSW's action on climate change and goal o reach net zero emissions by 2050. It outlines the NSW Government's plan to protect our future by growing the economy, creating jobs and reducing emissions over the next decade.

NSW Government Electric Vehicle Strategy: The NSW Electric Vehicle Strategy is the NSW Government's plan to accelerate the State's vehicle fleet of the future. It outlines the government's commitments to increasing the uptake of electric vehicles to ensure NSW shares in the benefits.

NSW Government Electric Vehicle Fast Charging Master Plan: The master plan showcases the current and indicative future network of public EV fast chargers in NSW.

QPRC Community Strategic Plan 2042: Sets out the long–term vision for the region to 2042 and identifies the key priorities and strategies for achieving this.

QPRC Climate Change Action Plans: Taken together these plans form the framework for Council and the community to work together to address climate change issues in our region.

Integrated Transport Strategy: Guides the development of road and public transport options into the future with a focus on key transport issues such as interactions between transport and land use, transport safety, traffic congestion and parking.

Queanbeyan Car Parking Strategy 2018–2028: Sets out a series of principles and opportunities for parking in the city and CBD.

Types of EV Chargers

How fast a charge takes depends on how the car itself is configured and the type of charger used. The different types of chargers currently on the market are shown in Figure 2.

Figure 2.

Level 1

AC slow charging ranging from 1.4 kW to 2.4 kW AC charging capability. This is the same as plugging into a regular power point at home or work. Ten km to 20 km range is added after being plugged in for an hour, which is why it is usually only done overnight to recharge the vehicle by 100 km to 300 km.

Level 2

AC fast charging ranging from 7 kW to 22 kW AC charging capability. This is a dedicated charger with its own plug or socket. This is faster than a Level 1 charger. Typically, 40 km to 100 km of range per hour is added, dependent on each individual car configuration.

Level 3

DC fast charging is the fastest charging option, ranging from 25 kW to 350 kW DC fast charging capability. This level charger can add 150 km range per hour at the lower end and a full charge at highest charging speeds in 15 minutes (depending on the charger size and car technology).

Source: www.energysaver.nsw.gov.au

Ownership - Conditions and Requirements

Council will consider third-party providers for the provision of EV charging on public land.

Third-party provider owned infrastructure

- Any provider wishing to deliver EV infrastructure within the QPRC LGA must express their interest through a formal request in writing.
- Where necessary, the eligibility of a provider will be determined through an Expression of Interest (EOI) process that is open to the market and will be evaluated by Council based on the Schedules detailed in the EOI.
- Council will determine proposed locations for EV infrastructure in accordance with the QPRC Public EV Charging Locality Plan.
- It is the provider's responsibility to abide by the relevant legislation and technical requirements in order to operate within the QPRC LGA.
- It is the provider's responsibility to financially commit to cost of the EV infrastructure and to ensure that the site is operational at all times.
- It is the provider's responsibility to ensure that the site is safe, clean, and accessible for all users at all times.
- The provider must enter into a data sharing arrangement with Queanbeyan-Palerang Regional Council to provide real time access to usage and membership information.
- Council has the right to remove any EV infrastructure 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.
- Any provision of EV charging stations on public land will be subject to licensing/leasing arrangements, or similar, between the provider and Council. Licence and/or lease terms shall be in accordance with this Policy.
- EV charging stations must be independently metered, Council will be not be responsible for payment of electricity usage.
- Subject to obtaining the required planning approval/s, entering into a lease or licence agreement with Council to utilise public land for installation and operation of an EV charging station in no way guarantees development consent or approval.
- Council reserves the right to require appropriate remuneration for use of public land for the apportionment of user fees or through a fee structure, or other. This is to be determined on a case-by-case basis as part of any licence/lease (or other) arrangement and in accordance with Councils annual fees and charges.
- It will be a requirement of the provider to pay, prior to the commencement of any works, a security deposit and/or bond, to the amount set out in the lease or licence agreement.
- Council will hold the deposit and/or bond for the duration of any lease or licence agreement. Any costs incurred by Council in excess of the deposit and/or bond amount will be borne by the applicant/EV charging station operator. Information relating to the deposit and/or bond will be identified within the lease or licence agreement.
- Council reserves the right to amend the security bond/deposit payment at any time.

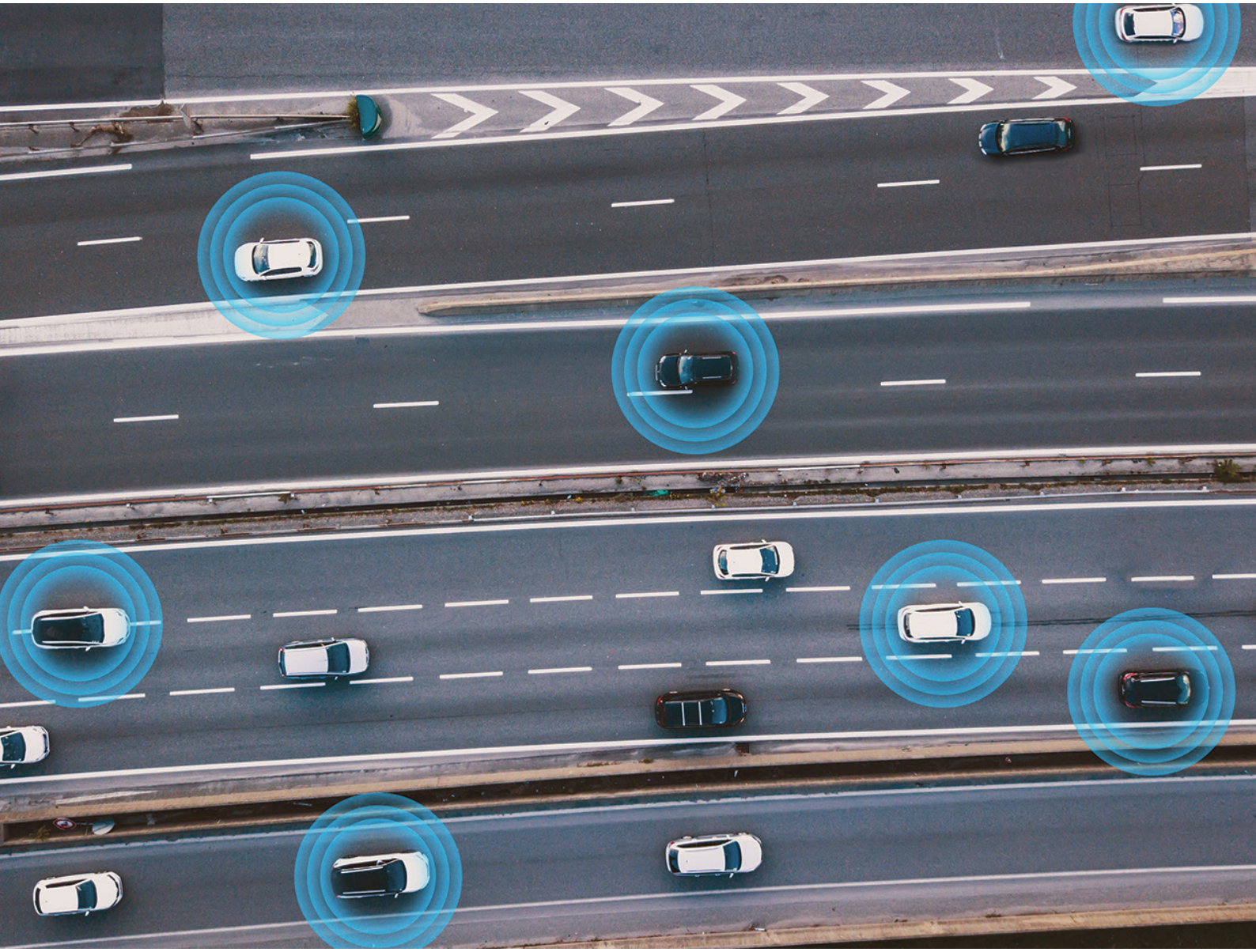
Visibility, Environmental and Configuration - Conditions and Requirements

- Wayfinding signage will be required to allow users to locate the EV charging station from the main road network, similar to the wayfinding signs for car parking (note: wayfinding signage shall be consistent with the relevant standards and guidelines).
- All aspects of EV charging bays are to be designed and constructed in accordance with relevant Standards and specifications, including sealing, kerb and guttering, pram ramps, disability access and signage.
- All Electric Vehicle charging bays shall be clearly marked with the words 'EV Charging Only' painted on the ground. Note: Non-compliance with this provision may be considered in areas where it is deemed inappropriate by Council staff.
- Appropriate pole signage is to be installed to indicate parking spaces that are allocated for EV charging only. Pole signage shall be provided in accordance with TfNSW

Sign No. r5-41-5 or equivalent.

- Adequate lighting must be provided for the safety and security of drivers, passengers, vehicles and associated infrastructure. Lighting must be sufficient to easily read related signs, instructions, controls on vehicles, controls on EV infrastructure and to identify and provide visibility of all EV charging inlet locations.
- The use of advertising by any provider on the charging unit is to be disclosed to Council in the initial application process. Separate planning approvals may be required for the presence of advertising. Other forms of advertising outside of the charging unit will not be allowed.
- The proposal must utilise renewable electricity that may include onsite solar, green power or a renewable power purchase agreement.
- Preference is given to the provision of EV charging infrastructure that can service two vehicles in adjacent car parking spaces at a minimum of two related (e.g. adjoin/ adjacent) car parking spaces in any given location.
- All EV charging components must be RCM approved. EV charging units are required to include clearly labelled emergency 'switch-off' procedures and/or instructions, including directions and access to the switchboard.


EV



Locality

Braidwood

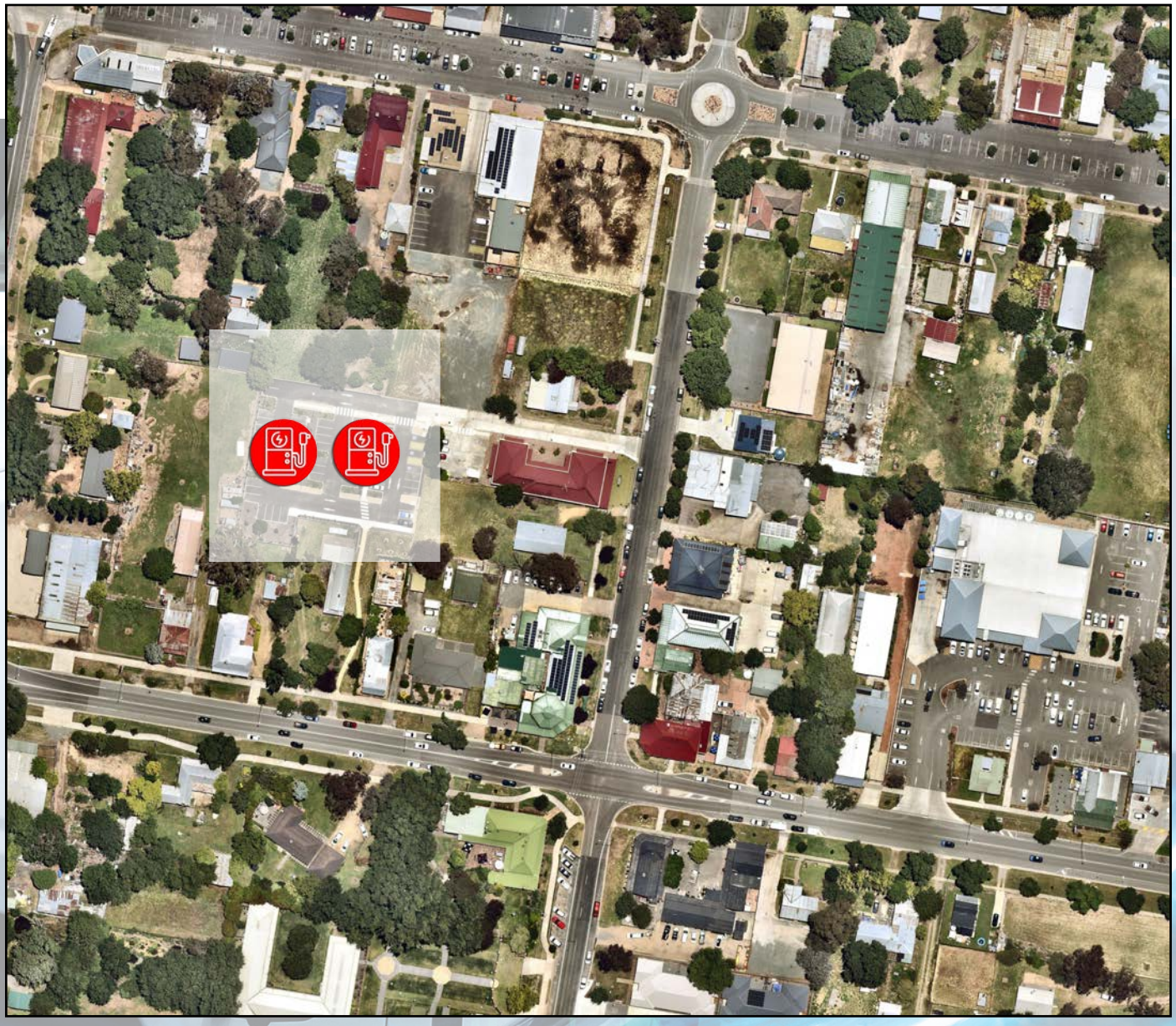
6x Level 3 chargers–Proposed Braidwood off street car park

10x Level 2 chargers–Proposed Braidwood off street car park

Bungendore

4x Level 3 chargers–Bungendore car park / 4x Level 2 chargers–Bungendore car park

6x Level 2 chargers–Bungendore Sports Hub car park - (location to be determined)



Queanbeyan

2x Level 2 chargers–Queanbeyan Indoor Sports car park

4x Level 2 chargers–Collett Street car park / 2x Level 3 chargers–Collett Street car park

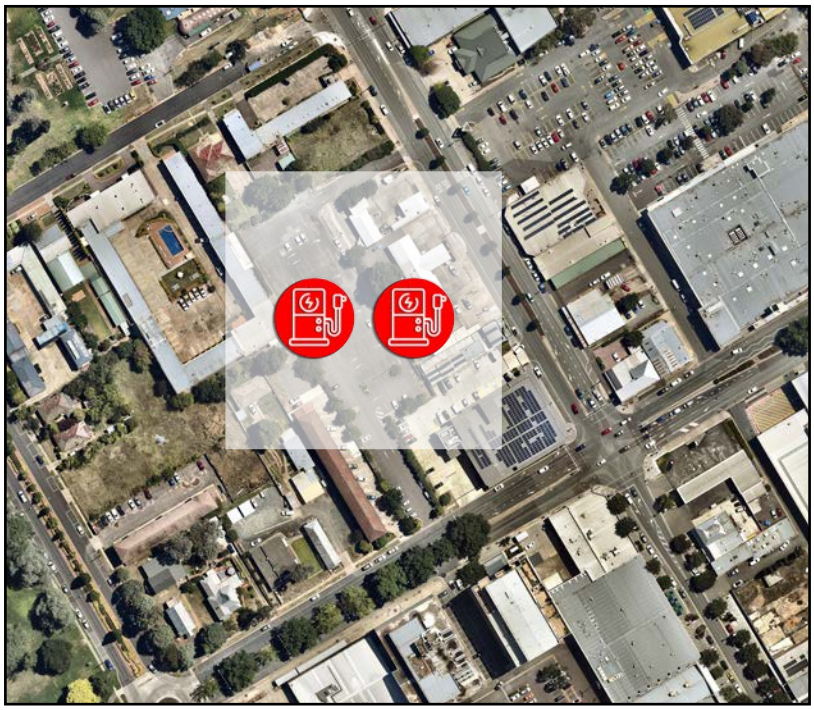
4x Level 3 chargers–Queanbeyan Aquatics car park

Queanbeyan

4x Level 2 chargers–Crawford Street car park

2x Level 3 chargers–Morisset Street car park / 2x Level 2 chargers–Morisset Street car park

10x Level 2 chargers–QCCP car park



Queanbeyan

2x Level 2 chargers–Queanbeyan Information Centre car park

6x Level 2 chargers–Karabar Shopping Centre car park

2x Level 2 chargers–Freebody Oval

2x Level 2 chargers–Queen Elizabeth II Park car parking

Jerrabomberra/Tralee

2x Level 2 chargers–Jerrabomberra Community Centre

4x Level 2 chargers–Regional Sports Complex

8x Level 2 chargers–Location to be determined

Googong

4x Level 2 chargers–Googong netball courts carpark

2x Level 2 chargers–Rockley Oval carpark

2x Level 2 chargers–Bonarba Link carpark

6x Level 2 chargers–Location to be determined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