

## HEAD OF POWER

- *Local Government Act 2009, Section 9*

## INTENT

The purpose of this policy is to guide the region-wide transition toward low-carbon transport in support of emissions reduction targets established in Council's Towards Net Zero Bundaberg Strategy, as well as State and National strategies.

## SCOPE

This policy applies to installation of public electric vehicle charging infrastructure on Council owned or controlled properties, including but not limited to:

- Carparks; and
- Roadside verges.

## DEFINITIONS

**CCS** means Combined Charging System.

**Electric vehicle (EV)** means a vehicle that is powered by an electric motor.

**Verge** means an area of land between the road and the boundary of a property.

## POLICY STATEMENT

1. Council supports third party commercial operators to install, operate and maintain their EV charging infrastructure in locations consistent with factors identified in this Policy.
2. Key factors in considering locations for public EV charging infrastructure are:
  - 2.1 Close proximity to commercial centres that enables patronage to local businesses during short-stay charging.
  - 2.2 Destination locations where people visit for relatively longer charging durations (e.g. 2 hours).
  - 2.3 Areas close to community activity, including sporting grounds and other community facilities.
  - 2.4 Proximity to and ability to connect to the required electrical supply infrastructure.
  - 2.5 Priority locations where EV uptake is high or future uptake and demand is expected to be high with minimal impact to current parking needs.
  - 2.6 Impact on streetscape and amenity is minimised, with chargers located in areas where there is ability to incorporate the infrastructure with minimal visual impact.

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- 2.7** Safety considerations that provide suitable levels of protection for vehicle occupants and Queensland Fire and Emergency Services intervention actions. Considerations may include proximity to pedestrian and traffic movement, access to fire hydrants and sprinklers and fire resistance of adjoining environment (built or otherwise).
- 3.** Council supports the installation of a range of slow, medium and fast EV chargers to cater for different charging needs. Medium and fast chargers will be prioritised in areas with high parking demand and where short-stay parking occurs.
  - 4.** Council encourages site selection, design considerations, and charging equipment that ensures access for disabled users.
  - 5.** Council requires parking bays allocated to EVs to be signposted and line marked using standards as required by the Department of Transport and Main Roads Queensland Manual of Uniform Traffic Control Devices (MUTCD). Sign posting and line marking will be the responsibility of the third party commercial operator.
  - 6.** EV charging locations will be listed on Council's website and through external channels, where appropriate.
  - 7.** Council supports installation of EV charging infrastructure as part of new development. Approval for installing EV charging infrastructure may require a development approval, and Council will work collaboratively with proponents to manage this process.
  - 8.** Council requires any arrangement with commercial operators to:
    - a. include data sharing conditions to understand charging statistics (e.g. number/frequency of charges, duration of charging sessions, etc.);
    - b. be formally documented in appropriate arrangements; and
    - c. include detail of acceptable service agreements for maintenance and repair timelines.
  - 9.** In the absence of Australian Standards mandating a single connector standard, Council encourages EV charging equipment that prioritises compatibility with EVs in the public market and Queensland's electrical infrastructure. Where possible, Council favours CCS with capability for both AC and DC charging.
  - 10.** Where the location, land tenure and space allow, Council supports integration of renewable energy sources (e.g. solar and/or battery systems) that supply power to the EV charging infrastructure. Where EV charging infrastructure is dependent on grid power, Council favours power purchase agreements that prioritise renewable energy supply.
  - 11.** Council will require the charging cables and/or units to be electrically compliant and installed by a qualified electrician to AS/NZS 3000:2018 Electrical Installations "Wiring Rules", Appendix P, Guidance for Installation and Location of Electrical Vehicle Socket-Outlets and Charging Stations.

## ASSOCIATED DOCUMENTS

- *The National Electric Vehicle Strategy*
- *Queensland's Electric Vehicle Strategy*
- *Zero Emission Vehicle Strategy 2022–2032*
- *Queensland's Zero Emission Vehicle Strategy - Action Plan (2022-2024)*
- *Towards Net Zero Bundaberg Strategy*
- AS/NZS 3000:2018 Electrical Installations “Wiring Rules”

## DOCUMENT CONTROLS

Council will review this policy biennially or in response to changes in law or best practice.

## POLICY OWNER

Director Strategic Projects and Economic Development