

Public Electric Vehicle (EV) Charging Infrastructure Operating Guidelines

Tuesday, 21 May 2024
Infrastructure and Public Works Committee

Strategic Alignment - Our Environment

Public

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Approving Officer:
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EXECUTIVE SUMMARY

The purpose of this report is to present the Public Electric Vehicle (EV) Charging Infrastructure Operating Guidelines, which:

- Establish a clear framework for facilitating the development of EV charging infrastructure at strategic locations
- Enable the market-led approach to on-street EV chargers and minimise impact on the public realm
- Provide provisions for private sector providers to trial on-street charging in residential areas where there is limited private off-street charging and constrained charging options.

This report responds to the Council decision on 23 April 2024 that:

- Endorsed the initial short-term EV charging infrastructure target to increase the number of public EV charging bays by 25, expanding to a network of up to 220 by 2030; and
- Requested that Administration seek out quality design and low-impact charging infrastructure while considering suitable safety and shading measures for on-street locations and the ability for groups of residents without off-street parking to request installation of site-specific infrastructure to facilitate EV usage.

The Operating Guidelines relate to public EV charging infrastructure at strategic locations on City of Adelaide-owned or operated land – including public realm (e.g. on-street) and commercial parking (e.g. UParks).

The Operating Guidelines cover a range of matters, including design, planning and placement, technical specification, parking controls and enforcement and operating arrangements.

Urban amenity is a key section within the Operating Guidelines which addresses visual impact, safety, lighting and crime prevention principles.

The report recommends the endorsement of the Operating Guidelines, which will be used by the Administration to inform a procurement process to progress the roll-out of EV charging infrastructure.

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL THAT COUNCIL

1. Approves the City of Adelaide Public Electric Vehicle (EV) Charging Infrastructure Operating Guidelines contained in Attachment A to Item 7.4 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 21 May 2024.
2. Authorises the Acting Chief Executive Officer or delegate to make minor, syntactical or technical amendments to the City of Adelaide Public Electric Vehicle (EV) Charging Infrastructure Operating Guidelines contained in Attachment A to Item 7.4 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 21 May 2024.
3. Notes the intent to use the City of Adelaide Public Electric Vehicle (EV) Charging Infrastructure Operating Guidelines to inform a procurement process seeking 25 public EV charging bay at priority locations identified within the Electric Vehicle (EV) Charging Infrastructure Transition Roadmap.



IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Environment Lead as a Low Carbon Emissions City
Policy	The EV Charging Infrastructure Transition Roadmap is integrated as part of the draft Integrated Climate Strategy 2030.
Consultation	Public Electric Vehicle (EV) Charging Infrastructure Operating Guidelines are informed by engagement across the City of Adelaide, legislative requirements, State Government guidelines and overseas local government guidelines.
Resource	Not as a result of this report
Risk / Legal / Legislative	<p>To support access to public EV charging stations, Operators will need to work with Council to obtain necessary permits, licenses, and or leases.</p> <p>Several complexities are associated with a public-private partnership in terms of the <i>Local Government Act 1999 (SA)</i>, <i>Adelaide Park Lands Act 2005</i> and Community Land Management requirements for private infrastructure on public land, which will be considered when reviewing proposals. There is potential that arrangements proposed by Operations may require Council to consider amendments to Community Land Management Plans (CLMP) pursuant to the <i>Local Government Act 1999 (SA)</i>.</p> <p>Development Approval may also be required under the <i>Planning, Development and Infrastructure Act 2016 (SA)</i> prior to installing any EV charging stations. A valid permit, lease and/or licence does not guarantee development consent or approval.</p> <p>To support access to on-street electric vehicle (EV) charging stations, the State Government legislation relating to EV parking bays was Gazetted on 30 November 2023 and came into operation on 30 March 2024.</p>
Opportunities	The provision of public EV charging infrastructure aims to support residents and businesses in areas with constrained off-street charging options and provide destination charging that supports the city's economic competitiveness and appeal to visitors for shopping, employment, tourism and enjoyment of the Adelaide Park Lands.
23/24 Budget Allocation	Funding amount of \$100,000 was allocated from the Climate Change Adaptation Initiative Fund (CCAIF) for the financial year.
Proposed 24/25 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The Electric Vehicle (EV) Charging Infrastructure Transition Roadmap has a three-year delivery focus from 2023/24 financial year to 2026/27 financial year.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	The Electric Vehicle (EV) Charging Infrastructure Transition Roadmap proposes a partnership model to replace and expand public EV charging infrastructure in the city to reduce upfront capital costs and or ongoing maintenance of the charging network.
Other Funding Sources	The City of Adelaide will undertake a procurement process to gain market interest and understand partnership models and potential partners.

DISCUSSION

Background

1. At its meeting on 28 March 2023 ([Link 1](#)), Council requested a report on an Electric Vehicle (EV) Transition Roadmap (EV Transition Roadmap) for consideration as part of the 2024/25 budget process.
2. The EV Transition Roadmap was presented to the Infrastructure and Public Works Committee (the Committee) on 17 October 2023 ([Link 2](#)) and subsequently approved by Council at its meeting on 24 October 2023.
3. The Council decision on 24 October 2023 ([Link 3](#)), requested inclusions to the EV Transition Roadmap for e-bike charging and secure storage facilities, and the development of approaches that anticipate and facilitate the increased adoption of electric cargo bikes and small commercial electric delivery vehicles. A report was presented to the Infrastructure and Public Works Committee on 16 April 2024 and approved by Council on 23 April 2024.
4. At its meeting on 23 April 2024 ([Link 4](#)) the Council:
 - 4.1. Noted the initial short-term EV charging infrastructure target is to increase the number of public EV charging bays by 25, expanding to a network of up to 220 by 2030.
 - 4.2. Requested that Administration:
 - 4.2.1. Seek out quality design and low-impact charging infrastructure and also consider suitable safety and shading measures to be installed in on-street locations
 - 4.2.2. Seek advice from providers on the capacity of groups of residents without off-street parking to sponsor or request the installation of site-specific infrastructure to facilitate EV usage.

Operating Guidelines

5. The purpose of this report is to present the Public Electric Vehicle (EV) Charging Infrastructure Operating Guidelines (**Attachment A**), which:
 - 5.1. Establish a clear framework for facilitating the development of EV charging infrastructure at strategic locations;
 - 5.2. Enable a market-led approach to on-street EV chargers and minimise impact on the public realm;
 - 5.3. Provide provisions for private sector providers to trial on-street charging in residential areas with limited private off-street charging and constrained charging options.
6. The Operating Guidelines relate to public EV charging infrastructure at strategic locations on City of Adelaide-owned or operated land – including public realm (e.g. on-street) and commercial parking (e.g. UParks).
7. The Operating Guidelines cover a range of matters, including design, planning and placement, technical specification, parking controls and enforcement and operating arrangements.
8. Urban amenity is a key section within the Operating Guidelines which addresses visual impact, safety, lighting and crime prevention principles.
9. The Operating Guidelines specify that no advertising will be considered in the Adelaide Park Lands. Advertising is subject to consistency with the relevant Community Land Management Plan (CLMP) and additional criteria for assessment.
10. The location of the charging infrastructure will be guided by the EV Charging Infrastructure Roadmap. Locations not identified in the Roadmap may be considered subject to alignment with Council strategies, expected demand/utilisation, safety, low impact on urban amenity, electrical grid capacity, existing parking, and sufficient space.
11. The Operating Guidelines provide a consistent approach for the Administration to consider the installation, ownership, management, and removal of EV charging infrastructure on Council-owned land by third parties.
12. The Operating Guidelines do not pertain to public or private EV charging infrastructure on private land.
13. Requests from individuals, groups or organisations without off-street parking wishing to use public land for charging infrastructure will be subject to agreement between the individual, group or organisation with a third-party operator.

- 13.1. Operator(s) will be expected to assess private requests against a set of criteria outlined in the Operating Guidelines, any existing agreement, permits, leases and licenses in place and their own business model before submitting a request to the City of Adelaide for consideration.
14. With the potential for EV charging infrastructure demands and technology to change over time, the Operating Guidelines will be reviewed on a five year review cycle to ensure that infrastructure on Council-owned and operated land can respond to developing technologies with agility and remain available to as many users as possible.

Operating Arrangements

15. The Operating Guidelines propose a five-year tenure of operation for a public-private partnership. Longer tenure terms (a maximum of ten years) may be considered if partnership models cannot accommodate a five-year tenure due to the up-front cost of supply and installation of EV chargers.
16. The Operating Guidelines include requirements relating to customer service, monitoring, pricing, and revenue expectations of an EV charging network in the City of Adelaide.
17. Existing City of Adelaide owned and operated EV charging infrastructure will at the end-of-asset-life or by business case, be removed and where appropriate, replaced by a public-private partnership. This is to ensure consistency, reliability and standardisation of the charging network.
18. Parking controls and enforcement will be used to ensure EV chargers are actively being used and available to the community.
 - 18.1. Idle fees, an additional charge applied to a charging session when the user's EV completes charging and remains connected to the charger, may be considered by private Operators subject to agreement with the City of Adelaide.
 - 18.2. Idle fees may be used in areas where controls or legislative controls are difficult to enforce, do not apply (e.g. UParks), or premier locations such as main streets.

Next Steps

19. Pending a decision by the Council on the Public Electric Vehicle (EV) Charging Infrastructure Operating Guidelines a procurement process will be undertaken for the provision of EV charging infrastructure (subject to 2024/25 budget outcomes).
20. Evaluation of proposals will be undertaken by the Administration to ensure proposals align with the Operating Guidelines, the Roadmap and the City of Adelaide 2024-2028 Strategic Plan.
21. Depending on the outcomes of the procurement process and partnership model proposed, there are potential implications for Community Land Management Plan (CLMP) amendments, community consultation, and policy updates that will be addressed if, and as they arise.

DATA AND SUPPORTING INFORMATION

Link 1 – [Item 15.1 - Motion on Notice - Electric Vehicle Charging Infrastructure, 28 March 2023](#)

Link 2 – [Item 7.3 - Electric Vehicle \(EV\) Transition Roadmap, 17 October 2023](#)

Link 3 – [Recommendations of the Infrastructure and Public Works Committee - 17 October 2023 - Recommendation 3 - Item 7.3 - Electric Vehicle \(EV\) Transition Roadmap, 24 October 2023](#)

Link 4 – [Recommendations of the Infrastructure and Public Works Committee - 16 April 2024 – Recommendation 7 - Item 7.7 - Electric Vehicle \(EV\) Charging Targets and Micro-Mobility Update](#)

ATTACHMENTS

Attachment A – City of Adelaide Public Electric Vehicle Charging Station Operating Guidelines

- END OF REPORT -