

**Submission
No 29**

**INFRASTRUCTURE FOR ELECTRIC AND ALTERNATIVE ENERGY SOURCE
VEHICLES IN NSW**

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Committee on Transport and Infrastructure
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Dear Ms Lynda Voltz MP

Submission to the inquiry into infrastructure for electric and alternative energy source vehicles in NSW

Thank you for the opportunity to make a submission to the NSW Parliamentary inquiry into infrastructure for electric and alternative energy source vehicles. This submission has been prepared by officers and is not an adopted position of Council.

Hornsby Shire Council has an [Electric Vehicle Charging Stations on Public Land Policy](#) that outlines criteria for the provision, installation, management, maintenance and removal of Electric Vehicle (EV) charging stations on public land in the Hornsby Shire Local Government Area (LGA). Under this policy Council has worked with charge point operators to install 3 fast chargers on Council land, this has involved a lengthy process that considered local planning requirements, traffic and pedestrian safety, site suitability, community consultation, Local Traffic Committee approval and negotiation of licence agreements.

In relation to the terms of the inquiry Council officers would like to make the following comments.

a) Funding and location of electric vehicle chargers or infrastructure for other potential energy fuel sources

- Public land should not be utilised disproportionately for electric vehicle charging, as it is not always available in a suitable location for EV charging, due to a lack of electrical infrastructure and capacity, user safety concerns and absence of suitable activities for vehicle users to undertake while they are charging.
- Charging infrastructure must be located appropriately to ensure it does not negatively impact the safety and walkability of the public domain, especially in areas like public transport hubs or town centres. Charging infrastructure with advertising can also impact the public domain by creating visual pollution. Councils can provide specialist advice in relation to locating infrastructure to ensure good traffic safety and public domain design outcomes, however this has a staff resourcing impact for councils.
- Different types of chargers (i.e. slow or fast chargers) are more suitable for different locations – e.g. a fast charger is best where people are not going to be dwelling for long periods, and slower chargers at shopping centres or workplaces where people will spend a few hours or a whole day.
- Many people will find it most convenient to charge at home, so there is an urgent need for NSW State Government leadership and support for EV chargers in multi-unit dwellings (both new and old). Hornsby Shire Council has provisions for EV charging infrastructure in our Hornsby Development Control Plan, but it would be better that these are introduced consistently across the state.

b) The viability of alternative energy sources for freight, heavy vehicles and other licenced vehicles in regional communities

- There is a significant need for State leadership on heavy vehicles, especially freight which travels long distances across many jurisdictions, and planning for hydrogen refuelling/electric charging.

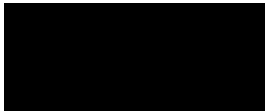
c) Use of existing infrastructure and measures to ensure a competitive market, including 'ring fencing' policies

- There is some support for Distribution Network Service Providers (DNSP) (e.g. Ausgrid) to be an EV charging provider for pole mounted chargers, however concerns include the drain on Council resources required to change parking regulations around EV chargers and the prospect of “stranded equipment” that could become redundant due to DNSP dominance.

e) Any other related matters.

- Micro-mobility solutions such as e-bikes and e-scooters should be considered as part of this inquiry, EV chargers should have the capacity to charge e-bikes and e-scooters to encourage and support these forms of active transport.

Yours faithfully



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