



INNER WEST

# POWERING AHEAD

Electric Vehicle Encouragement Strategy  
and Action Plan 2023

# Acknowledgement of Country

Inner West Council acknowledges the Gadigal and Wangal peoples of the Eora Nation, who are the traditional custodians of the lands in which the Inner West local government area is situated.

We celebrate the survival of Aboriginal and Torres Strait Islander cultures, heritage, beliefs and their relationship with the land and water. We acknowledge the continuing importance of this relationship to Aboriginal and Torres Strait Islander peoples living today, despite the devastating impacts of European invasion. We express our sorrow for the past injustices and support the rights of Aboriginal and Torres Strait Islanders to self-determination.

Inner West Council understands our responsibilities and role in working with the Aboriginal community to promote cultural heritage and history, address areas of disadvantage, and protect and preserve the environment as well as sites of significance to Aboriginal peoples. In doing so, we acknowledge that Aboriginal cultures continue to strengthen and enrich our community.

Today, diverse groups of Aboriginal and Torres Strait Islander peoples live and work across the Inner West. We admire the resilience displayed in their significant achievements and making immense contributions to both Council and the broader community.

Inner West Council is committed to embedding the values and perspectives of the Aboriginal and Torres Strait Islander communities to ensure we learn from the mistakes of the past and forge a positive future of long-lasting value built on mutual respect, equality and opportunity.

Observing appropriate protocols when working with Aboriginal and Torres Strait Islander peoples and communities is critical to establishing positive and respectful relationships. Consulting with Aboriginal and Torres Strait Islander peoples and communities should always be seen as a two-way process, with both parties learning together and from each other.

# ELECTRIC VEHICLE ENCOURAGEMENT STRATEGY ON A PAGE

## VISION

If trips are to use private vehicles, they should be powered by the most sustainable means available and Council will encourage this through actions such as partnering with public charging providers.

## PRINCIPLES

### PUBLIC CHARGING

Charging facilities should be provided for use by the Community, particularly to assist residents with no opportunity for off-street charging on their own properties.

### PRIVATE CHARGING

The ability to provide charging facilities in all private developments should be easily achieved.

### INCENTIVES AND ENCOURAGEMENTS

Community awareness of the diversity of benefits associated with EVs should be improved to encourage uptake, while highlighting behavioural changes that could benefit the Community as a whole.

## STRATEGIC DIRECTIONS

### WHAT COUNCIL WILL DO

- ✦ Create a new Development Control Plan (DCP) which requires the provision of EV charging facilities in major developments.
- ✦ Partner with EV charging providers to establish charging networks across the Inner West LGA.
- ✦ Examine opportunities to provide a limited number of its own charging facilities.
- ✦ Create a simplified approval pathway for both private and public EV charging facilities.
- ✦ Transition its vehicle fleet to EVs.
- ✦ Create a series of EV education and awareness campaigns.

### WHAT COUNCIL CAN INFLUENCE

- ✦ Council will encourage car share operators, taxis companies, and other ride share operators to introduce EVs into their Inner West fleets.
- ✦ Advocate for electric public transport.
- ✦ Advocate for electric freight and servicing vehicles.
- ✦ Encourage charging providers to use renewable energy sources.

## ACTION PLAN

### IMMEDIATE

- ACTION 1** Council fleet transition
- ACTION 2** DCP Requirements
- ACTION 3** Public kerbside charging partnerships
- ACTION 4** Public car park charging partnerships
- ACTION 5** Guidelines for residents without parking
- ACTION 6** Light poles with charging

### MEDIUM TERM

- ACTION 7** Working with other agencies
- ACTION 8** Simplified approval pathway for charging on private property
- ACTION 9** Awareness & education campaigns
- ACTION 10** Car share & taxis
- ACTION 11** Service stations
- ACTION 12** Pricing parity
- ACTION 13** Funding models for council chargers

### LONGER TERM

- ACTION 14** Encourage EV manufacturing in LGA
- ACTION 15** Fee exemptions and incentives
- ACTION 16** Street Furniture
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- ACTION 18** Asset management systems
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*Disclaimer - The information/data contained in this document was correct at the time of writing (April 2023). It should be noted that the electric vehicle environment in Australia is constantly changing. New government initiatives and technological advances continue to emerge. While the following Strategy and Action are aligned with current policies and initiatives it is envisaged that the Action Plan will be monitored and updated at least every two years to reflect the circumstances at the time.*

# EXECUTIVE SUMMARY

This Strategy and Action Plan (The Policy) is part of Inner West Council's integrated planning process which includes numerous strategies aimed at making the Inner West a safer, friendlier, more liveable place. These strategies include our Community Strategic Plan, Integrated Transport Strategy and Climate Change & Renewables Strategy.

It is within this context of sustainability and liveability that this EV Policy has been developed. The Policy encourages a transition from fossil fuel burning vehicles to electrically powered vehicles (EVs) using sustainable energy sources. Its overall aim is to reduce carbon emissions and to make the Inner West a safer, healthier place to live, work and play.

In doing this, the Policy recognises that it is inevitable that some travel to, from, through and within the Inner West will be carried out by private cars; at least in the near future.

Consequently, this Policy had been prepared to assist in shifting such trips from internal combustion engine (ICE) vehicles to EVs. However, it is important to note that Council continues to support its Road User Hierarchy which prioritises active transport, public transport and service delivery ahead of private vehicles.

While this Policy focuses on private cars, Council also encourages the use of electrically powered public transport, car share and service delivery vehicles, with these technologies to be addressed through advocacy and future policies.

During consultation on this Policy the Inner West Community made it clear that it wants to transition toward EVs, however there is hesitancy because of their cost, range and the availability of charging, and noting that range is intrinsically linked to the availability of charging. Concern, over charging, was particularly expressed by residents who cannot readily charge an EV on their own property.

While Council cannot directly control the pricing of EVs, it does have the ability to encourage the establishment of appropriate forms of EV charging and it can transition its own car fleet to EVs, ultimately adding more pre-owned EVs to the marketplace and so improving affordability.

This Policy is divided into 3 Parts:

- Part A – Why are we doing this?
- Part B – What future do we want? (The Strategy)
- Part C – How we'll get to the future we want (The Action Plan)

Part B (The Strategy) sets a high-level Vision supported by three Principles and two Strategic Directions, while Part C (The Action Plan) identifies a series of prioritised actions.

In the *Immediate* timeframe, The Action Plan focuses on:

- Leading by Example (and ultimately providing increased availability of EVs in the pre-owned market) by transitioning Council's existing vehicle fleet to EVs;
- Creating a Development Control Plan (DCP) designed to ensure that new developments cater for EVs;
- Developing partnerships with EV charging providers to create a network of public EV charging facilities across the LGA,;

- Developing *Guidelines* to assist residents who do not have off-street charging opportunities on their own properties;

It is anticipated that, due to the rapidly changing EV environment, an on-going monitoring process will be established with the Action Plan being reviewed (at least) every 2 years.

Additionally, it should be noted that;

Under the NSW Local Government Act 1993, Councils are required to develop a hierarchy of plans known as the Integrated Planning and Reporting (IPR) Framework. This framework assists Councils in delivering their Community's vision through long, medium and short-term plans. The purpose of the framework was to formalise strategic and resource planning across NSW Councils and ensure long term planning is based on Community engagement leading to a more sustainable local government sector.

Implementation of this EV Policy is embedded in Council's Integrated Planning and Reporting (IPR) Framework and timelines to ensure that priorities are included in the long-term planning and short-term delivery of Council's projects and programs. Longer term outcomes will be in the high-level Delivery Program which is a four-year document that aligns with the term of the elected Council. Each year priorities will be detailed in Council's one-year Operational Plan and these will be reported to Council and the community through the Quarterly Reporting process. In addition to these actions, Council will also create efficient and effective measures and targets that will be used to demonstrate Councils' progress against service delivery and will ascertain whether Council is moving towards or away from the communities' priorities as outlined in the Community Strategic Plan – Our Inner West 2036.

# PART A – WHY ARE WE DOING THIS?

## Purpose

To provide the Inner West Community with a framework of actions that will encourage the use of electric vehicles rather than internal combustion engine powered vehicles, while continuing to reinforce Council's Road User Hierarchy; which prioritises active transport, public transport and service delivery vehicles ahead of private cars.

*In other words – if a trip absolutely HAS to be made in a car it should, be made in an electric car!*

## Background

The Inner West Electric Vehicle Encouragement Strategy & Action Plan (The Policy) has been prepared in recognition of the environmental benefits of electric vehicles (EVs), provided that they are powered by renewable energy sources, and the growing demand for EVs within the Inner West Community. While its focus is on electrically powered cars, consideration is also given to electrically powered micro-mobility devices, car share, and the conversion of Council's vehicle fleet.

Electric public transport, along with the conversion of freight and service delivery vehicles, is also strongly supported by Inner West Council, however it is generally considered beyond the power of local government to implement and as such is referenced in this Policy through advocacy measures.

The Policy consists of three parts:

- Part A – Why are we doing this? (The Purpose Statement)
- Part B – What future do we want? (The Strategy)
- Part C – How we'll get to the future we want (The Action Plan)

Part A sets the current and future EV scene for the Inner West, while Parts B and C provide a set of principles and initiatives actions to encourage EV uptake.

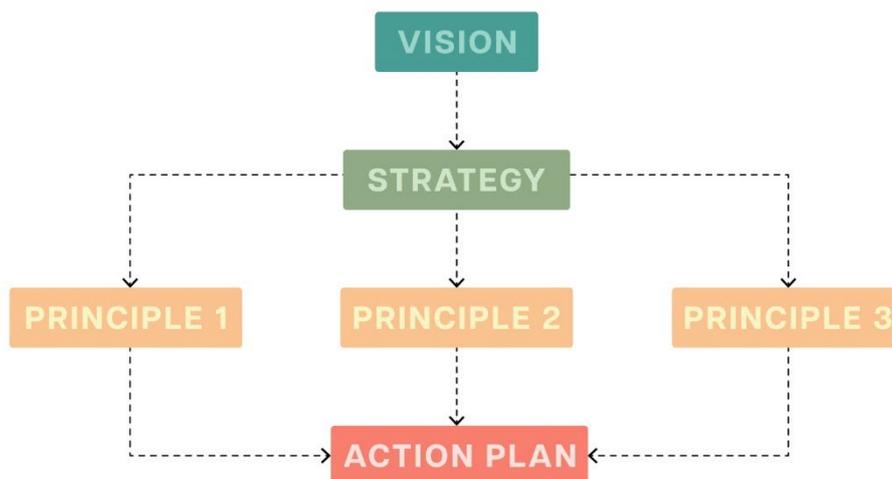
In setting the scene, this Policy recognises the place of EVs within Council's Road User Hierarchy (**Figure 1**). In accordance with this hierarchy, it is noted that many of the issues associated with internal combustion engine cars (ICEs) are also associated with electric cars. Consequently, Council continues to prioritise Active and Public Transport ahead of motorised private travel modes.

However, should a car be used, Council would prefer that car to be powered by low carbon, sustainable energy sources. Consequently, this Policy endeavours to provide actions which will make it easier for the Inner West Community to use EVs, when they might otherwise be using fossil fuel powered vehicles.



**Figure 1:** Road User Hierarchy/Priorities from Inner West Council Integrated Transport Strategy (2020)

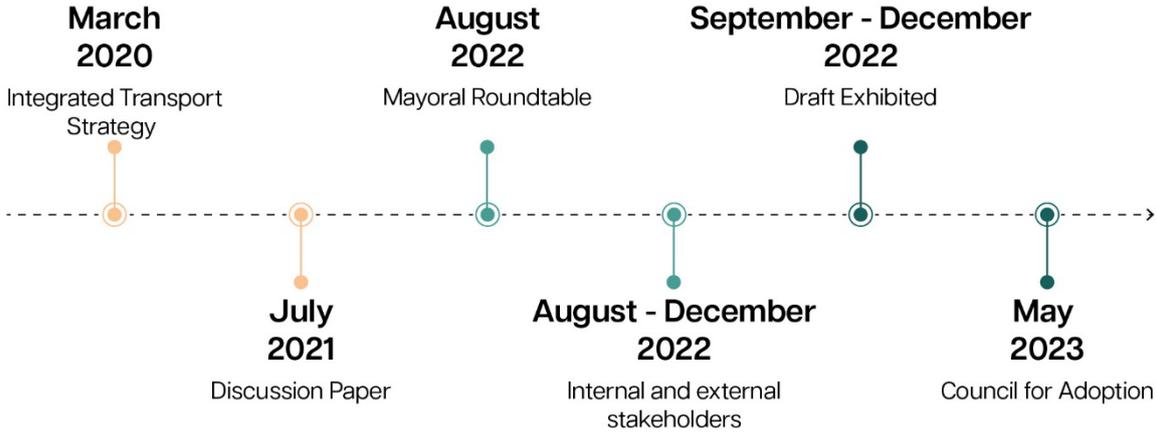
This Policy is set within the framework of Council’s Community Strategic Plan (*OUR INNER WEST*) and its Integrated Transport Strategy 2020 (*GOING PLACES*). It is also informed by Council’s various sustainability, climate change and net zero policies, as well as associated State and Federal Government policies. It is structured to provide a simple narrative leading to its Action Plan (**Figure 2**).



**Figure 2:** Policy Structure

Development of this Policy included significant input from the Inner West Community, Industry Experts and relevant agencies. This input was provided, as shown in **Figure 3**, through:

- Feedback on an initial Discussion Paper;
- Consultation with industry and agency stakeholders;
- A Roundtable host by the Inner West Council Mayor, which included Community, Industry and Agency representatives;
- Exhibition of the draft Strategy & Action Plan.



**Figure 3:** Strategy & Action Plan Timeline

## Context

Our Inner West 2036 - Community Strategic Plan (CSP) identifies our Community’s Vision. In so doing it establishes, long-term goals and strategies; outlining how Council will measure progress towards that Vision. The CSP identifies five strategic directions that support the goals of our Community. This EV Policy closely aligns with the CSP’s Priority for “A Greener Healthier Inner West” which specifically refers to:

*Encouraging greater uptake of electric vehicles ... (CSP - Strategy 1.4.2)*

Additionally, Council’s key strategy setting the scene for this EV Policy is *Going Places* (Council’s Integrated Transport Strategy 2020) which included the following actions:

### *What Council can do:*

- *Prepare a Transport Technology Framework, which identifies locations for electric vehicle charging powered by renewable energy and an assessment framework for Council’s support of new transport technologies;*
- *Renew (convert) Council’s vehicle fleet to electric vehicles and facilitate opportunities for Council leaseback vehicles to be affordably released onto the used vehicles market (once their leases expire), increasing the supply of affordable electric vehicles on the Australian market; and*
- *Require major new developments to include charging facilities.*

## What Council can influence:

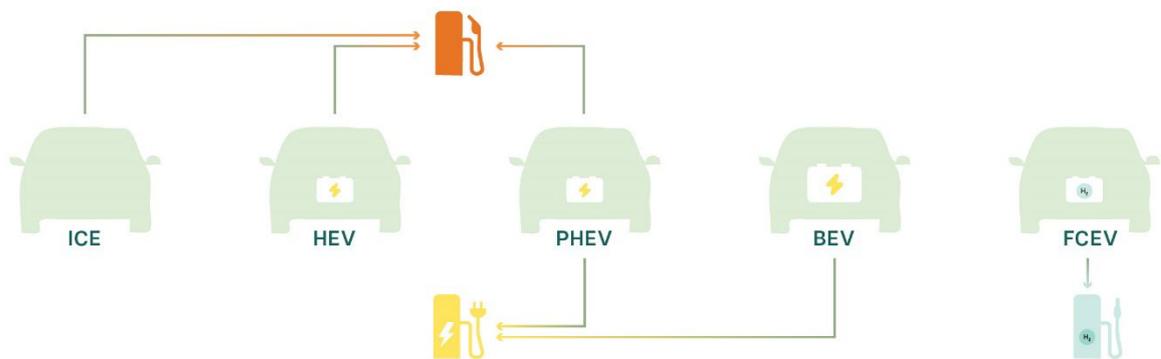
- Working with the State and adjacent Councils to provide a unified approach to electric vehicle charging;
- Support Sydney's bus network being converted to an electric fleet.

# Electric Vehicles

## What is an EV?

As shown in **Figure 4**, there are several types of EVs, including:

- *BEVs (Battery EVs)*: Powered entirely by electricity. Battery EVs produce no tailpipe emissions.
- *PHEVs (Plug-in hybrid)*: Contains both a small battery and petrol, or diesel, engine, and uses both the electric motor and the fuel engine. The battery in a PHEV can be topped up by plugging it in to a charger.
- *HEVs (Hybrid EVs)*: Contains both a small battery and petrol, or diesel, engine and use both the electric motor and the fuel engine. HEVs cannot have their battery topped up but a charger. The batteries in HEVs are charged by recovering energy normally lost while braking (regenerative braking), and from the petrol engine when it is efficient to do so. HEVs use the battery to assist the engine during acceleration and to drive *the car at slow speeds for short distances. The petrol engine is used at other times.*
- *FCEVs (Hydrogen Fuel Cell Vehicles)*: Use a fuel cell instead of a conventional battery.



**Figure 4:** Type of electric vehicles

While the above categories reflect types of cars and trucks, this Policy also considers micro-mobility and public transport at a high level.

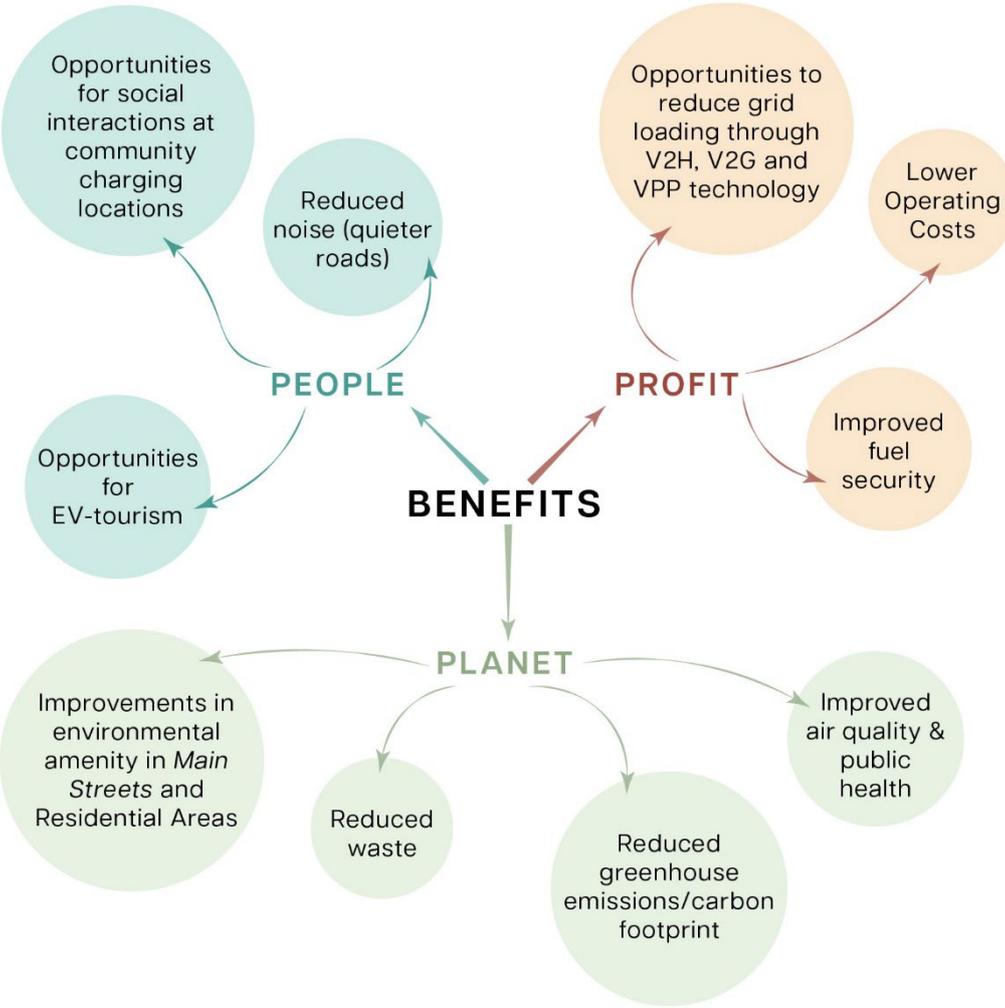
For the purpose of this Policy the term “EV” has been used to generally represent PHEVs and BEVs, with HEVs considered to be already well catered for and FCEVs are to be addressed in future policies as the technology advances.

## Why buy an EV?

While EVs (private cars in particular) have many of the same impacts as conventional ICEs, they also have many benefits, as shown in **Figure 5**. One of the key benefits highlighted by the Inner West Community is the opportunity to contribute to reducing emissions and making the Inner West more

liveable through better air quality, reduced traffic noise and associated improvements in public health.

As a consequence of these benefits and in the knowledge that many car manufacturers will not be producing ICEs from 2030, increasing numbers of people will be purchasing EVs over the next 10 years. Clearly, governments at all levels will need to respond to this need/desire/demand.



**Figure 5:** Benefits of Electric Vehicles

**Why not buy an EV?**

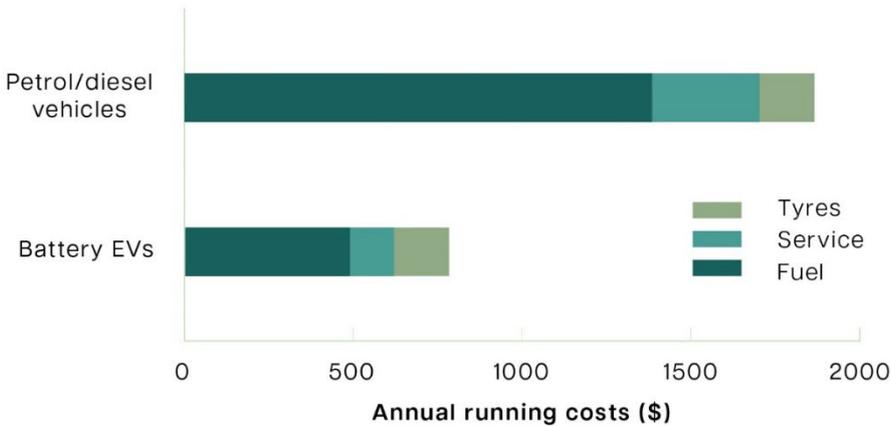
Community consultation during preparation of Council’s initial EV Discussion Paper and the exhibition of its Draft Electric Vehicle Encouragement Strategy and Action Plan indicated that the primary barriers to EV uptake are:

-   
 Upfront Costs
-   
 Charger Availability
-   
 Time to Charge
-   
 Sustainable Energy
-   
 Education

Noting that purchase price and range anxiety have been identified as the key barriers that deter individuals from purchasing an EV, the NSW *Electric Vehicle Strategy* aims to achieve price parity by 2027. In off-setting purchase price many potential buyers consider comparative running costs and, as shown in Error! Reference source not found. **Figure 6**, in the medium to longer term comparative running costs already favour EVs over ICEs..

While Council cannot directly control the pricing of EVs, it can assist in providing a larger, more diverse pre-owned EV marketplace by transitioning its own car fleet to EVs.

It can also assist in reducing anxiety over range/charging availability by encouraging the establishment of appropriate forms of EV charging across the Inner West.



**Figure 6:** Comparison of annual running costs of a medium size sedan (from NSW EV Strategy)

As fuel prices continue to rise and more affordable models become available, it can be anticipated that demand for charging facilities will significantly increase.

**How many EVs will there be?**

While projections of the precise number of EVs to be on Australian roads varies, there is a certainty that the market will grow substantially over the next 5-7 years. With maximum uptake from 2030 onwards, when virtually all car manufacturers move production from ICE technology to EVs. By 2030 all major car manufacturers will be predominantly, if not solely, producing EVs.

Currently, around 4% of new vehicle purchases in Australia are EVs, with this proportion doubling each year for the past 3 years.

When Council’s draft EV Policy was prepared, in 2019/20, 163 electric vehicles were registered in the Inner West. Now, in 2021/22, 648 EVs call the Inner West home; a growth of nearly 300% in 2 years.

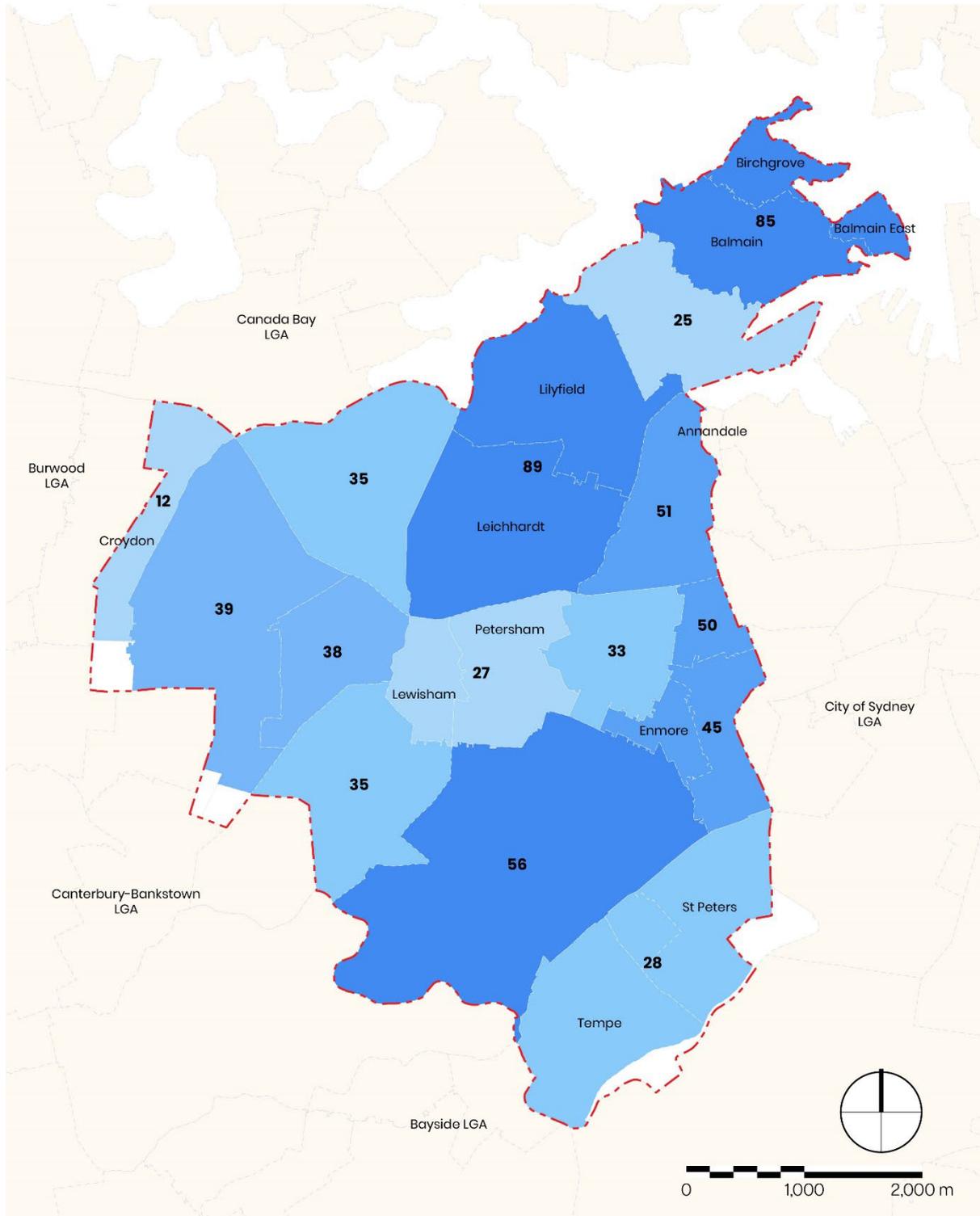
As shown in **Figure 7**, electric vehicle ownership is broadly distributed across the Inner West, with slightly more in Balmain, Leichhardt, Lilyfield, and Marrickville.

Additionally, increasing uptake is likely in the Inner West, based on:

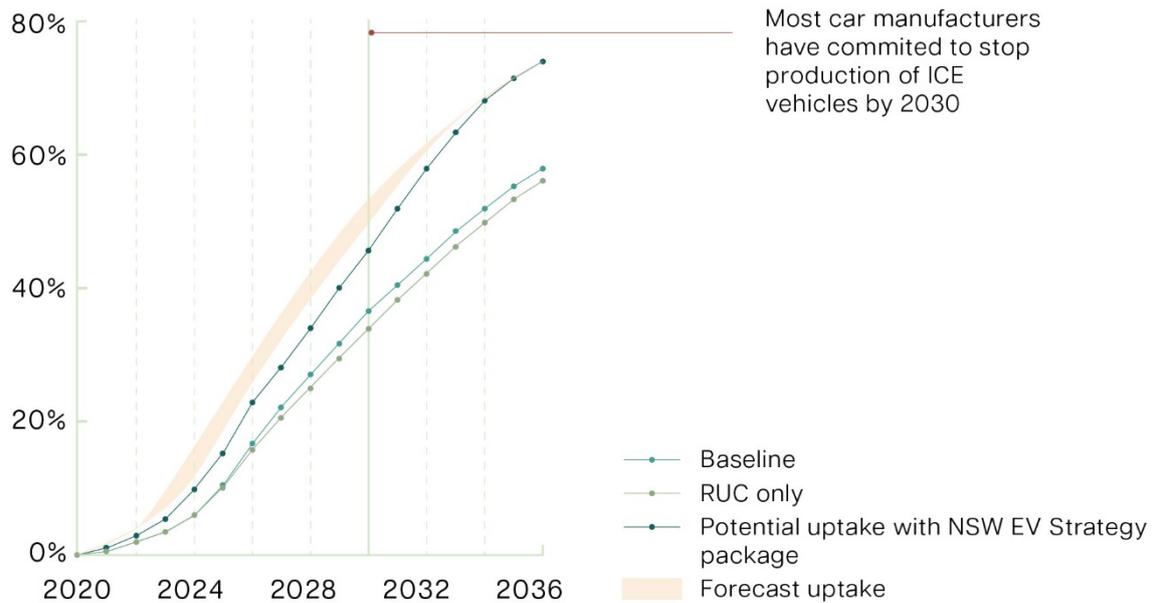
- Current ownership trends;

- Increasing petrol prices;
- Community desire for higher levels of sustainability;
- The high proportion of *early adopters* in the Inner West; and
- Supporting policies at all levels of government.

Likely growth in the market share of EVs is shown in **Figure 8**.



**Figure 7:** Existing EVs registered x postcode area (from Nation Map – Australian Federal Govt)



**Figure 8:** BEV Share of new vehicle market ... comparing uptake rates with/without proposed Road User Charge (RUC) - (adapted from NSW EV Strategy)

Taking into account the high proportion of dwellings in the Inner West that do not have off-street access and the number of older residential flat buildings that do not have power to their parking areas, it is considered that public EV charging will be essential in encouraging EV uptake.

In establishing a charging network this Policy has included considered of:

- Safety and security;
- Projected growth in EV ownership;
- Likely demand for EV charging;
- Existing kerbside parking demand;
- Ability of resident to charge an EV at home or their workplace;
- Visual impacts of charging units;
- Economic implications.

These factors will be examined further as partnerships are developed between Council and potential charging providers.

## How can we charge them?

Now, and in the future, there are likely to be four key options available to charge electric vehicles:

- Home-based charging;
- Work-based charging;
- Public charging provided on private property such as shopping centres and “service stations”;
- Public charging in the public domain (on Council streets and in Council car parks).

At this time there are a total of 17 public charging facilities available in the Inner West LGA, with another 6 locations immediately adjacent to the LGA's boundary (**Figure 9**). This is an increase of nearly 250% in the past 12 months. This equates to around 1 public charger for every 40 EVs currently registered in the LGA, compared to the European Union's average of 14 and target of 10.<sup>1</sup>

Further afield, the State and Federal Governments are funding networks on Australia's highways, as well as in urban and rural centres.

While EV charging is not generally considered part of the core business of local government, Inner West Council is committed to encouraging electric vehicle uptake to enhance its environmental and sustainability goals.

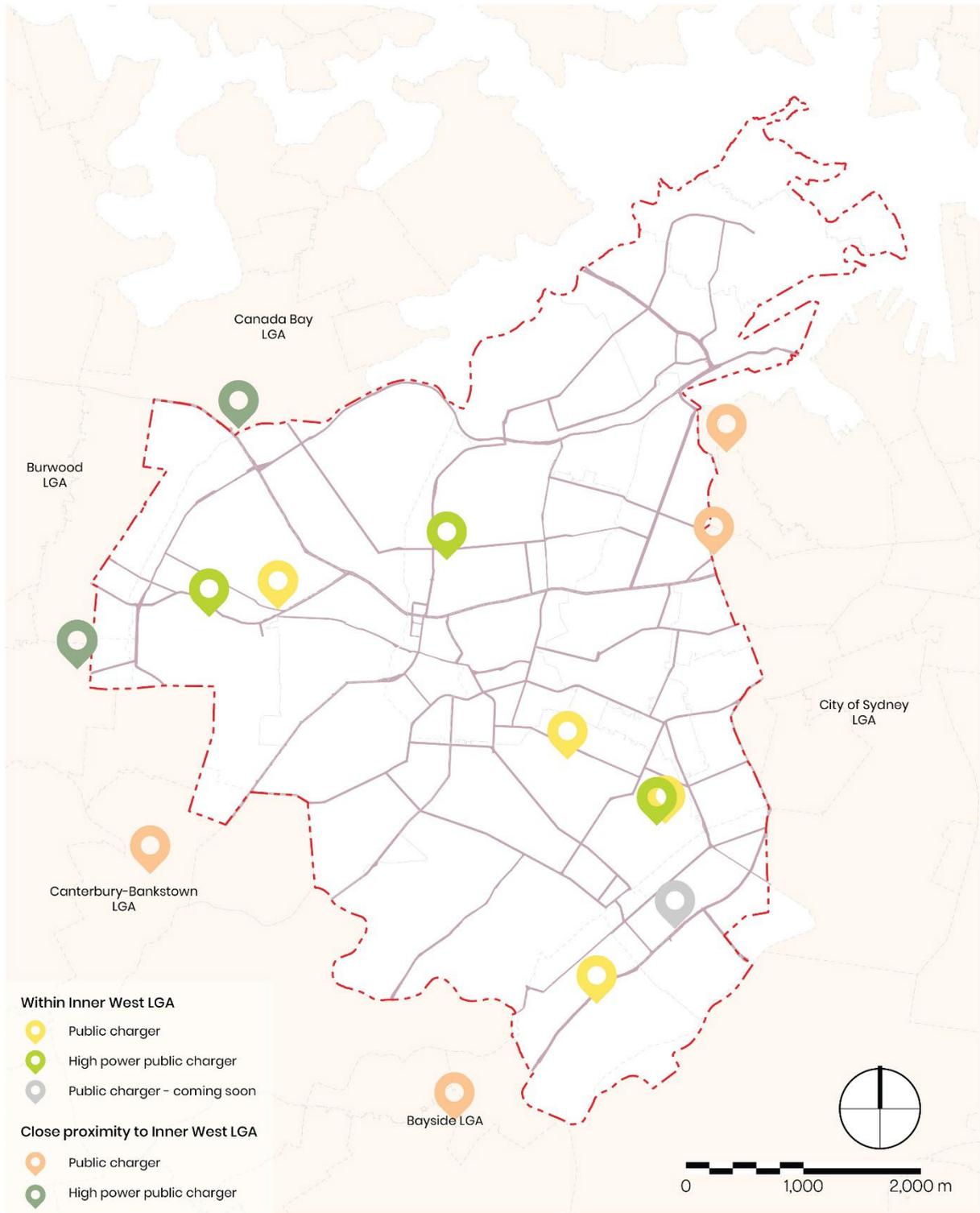
In developing this Policy, Council considers that; while public EV charging within the public domain has impacts, there is currently insufficient access to public charging availability for members of the Community that do not have the opportunity to charge their vehicles off-street.

Consequently, Council proposes to create partnerships with appropriate charging providers to establish a suitable public EV charging network which has a mix of locations including public car parks, in private developments and, where appropriate, at the kerbside.

As part of this approach, Council will encourage the installation of public EV charging facilities in existing and future private developments, with a view to minimising the longer-term demand for public charging on the public domain.

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<sup>1</sup> *International Energy Agency – Trends in Charging Technology – Global Outlook 2022*



**Figure 9:** Inner Sydney EV chargers in April 2023 (from PlugShare)

# PART B – WHAT FUTURE DO WE WANT? (The Strategy)

## Goal

*To make the Inner West the best place in Australia to own and operate an Electric Vehicle, while continuing to support active and public transport as the priority modes for travel.*

## Vision

*If trips are to use private vehicles, they should be powered by the most sustainable means available and Council will encourage this through actions such as partnering with public charging providers.*

## Principle 1 (Public Charging)

*Charging facilities should be provided for use by the Community, particularly to assist residents with no opportunity for off-street charging on their own properties.*

## Principle 2 (Private Charging)

*The ability to provide charging facilities in all private developments should be easily achieved.*

## Principle 3 (Incentives and Encouragements)

*Community awareness of the diversity of benefits associated with EVs should be improved to encourage uptake while highlighting behavioural changes that could benefit the Community as a whole.*

## Strategic Directions

What Council will do:

- Create a new Development Control Plan (DCP) which requires the provision of EV charging facilities in major developments.
- Partner with EV charging providers to establish charging networks across the Inner West LGA.
- Examine opportunities to provide a limited number of its own charging facilities.
- Create a simplified approval pathway for both private and public EV charging facilities.

- Transition its vehicle fleet to EVs.
- Create a series of EV education and awareness campaigns.

#### What Council can influence:

- Council will encourage car share operators, taxi companies, and other ride share operators to introduce EVs into their Inner West fleets.
- Advocate for electric public transport.
- Advocate for electric freight and servicing vehicles.
- Encourage charging providers to use renewable energy sources.

# PART C – HOW WE’LL GET TO THE FUTURE WE WANT? (The Action Plan)

*It is intended that, initially, this Action Plan will be reviewed and updated at least every two years to adapt to the rapidly changing EV environment.*

## Immediate Actions

### Action 1 – Council fleet transition

Council should continue to convert its vehicle fleet to EVs and so lead by example while at the same time assisting in growing the number of EVs in the pre-owned vehicle market (thus assisting in making EVs more affordable).

### Action 2 – Development Control Plan (DCP) (for inclusion in draft DCP)

#### RESIDENTIAL

- a. ALL new car spaces for single dwellings, including alterations and additions, (where car spaces are permitted) should be provided as electric vehicle charging spaces (Level 1 or faster).
- b. ALL car spaces to be provided for new dwelling house developments, including alterations and additions, (where car spaces are permitted) should be provided as electric vehicle charging spaces (Level 1 or faster) prior to occupation of the building.
- c. All new multi-unit residential developments should provide ready-to-use electric vehicle charging spaces (Level 1 or faster) for ALL car spaces.
- d. Parking spaces in new multi-unit residential developments should be future-proofed/EV Ready<sup>2</sup> through the provision of conduits and cables to ALL car spaces (to permit residents to readily upgrade to Level 2 charging units for individual bays). Further, the development must be able to demonstrate that its proposed electrical infrastructure is sized to support a future scenario where 100% of all spaces can be simultaneously used for EV charging, at Level 2.

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<sup>2</sup> In calculating the rates of provision of electric vehicle charging spaces, the requirement should be rounded up and a minimum of one electric vehicle charging space should be provided in any new development.

<sup>2</sup> EV-ready parking space: conduits and cabling to the space, and spatial allowance for GPO or charging head unit provided

## NON-RESIDENTIAL

- a. All new non-residential developments should provide ready-to-use electric vehicle charging spaces (Level 2 or faster) for no less than 20% of all car spaces.
- b. Parking spaces in new non-residential developments should be future-proofed/EV Ready<sup>3</sup> through the provision of conduits and cables to 50% of all car spaces (to permit owners/tenants to readily add charging units to individual bays). Further, the development must be able to demonstrate that its proposed electrical infrastructure is sized to support a future scenario where at least 50% of can be simultaneously used for EV charging, at Level 2.

### Action 3 – Public kerbside charging partnerships

Council works with charging providers to develop pilot programs to initiate the phased-in provision of kerbside charging facilities to assist residents in areas where housing does not generally have driveways/off-street access (and consequently residents are unable to provide their own on-site charging facilities).

### Action 4 – Public car park charging partnerships

Council works with charging providers to develop pilot programs to initiate the phased-in provision of charging facilities in Council's public off-street parking areas. These programs should aim at providing a minimum of 2 bays (1 x double charging unit) dedicated to electric vehicle charging in off-street parking areas which have 20 or more car spaces, subject to considerations including existing infrastructure limitations and existing public domain projects.

### Action 5 – Guidelines for residents without parking

Council will explore opportunities to develop guidelines for the safe charging of EVs for residents who do not have off-street access or a nearby public charging unit. Such Guidelines would be informed by the State Government's *State Environmental Planning Policy (Transport and Infrastructure) 2021* and associated policies.

### Action 6 – Light poles with charging

Council will endeavour to work with Ausgrid to ensure that, subject to the delivery of suitable lighting pole designs (e.g. recognising the local character including heritage considerations), at least 20% of new lighting poles in the Inner West LGA will be capable of accommodating EV charging facilities.

## Medium Term Actions

### Action 7 – Working with other agencies

Council should work with SSROC and adjacent Councils to develop a unified approach to the encouragement of EV uptake. Such collaboration could include working with SSROC, the State Government and other Councils to encourage the use of electric public transport that uses renewable energy sources.

### Action 8 – Simplified approval pathway for charging on private property

Council will develop a simple, equitable, approval pathway for the establishment of electric vehicle charging facilities, on private properties, including a streamlined approval process for the assessment of retrofitted electric vehicle charging in existing developments.

### Action 9 – Awareness and education campaigns

Council should develop a community-based EV awareness and education campaign to increase awareness of the benefits of Electric Vehicle ownership. Such a campaign should include consideration of the overall benefits, including improved levels of sustainability, reduced noise, improve public health and enhanced local environment. Consideration should also be given to behavioural change aspects that should be highlighted including safety considerations and the benefits of using active and public transport.

The awareness campaign could include incorporation into events such as its existing “Footprints EcoFestival”.

### Action 10 – Car share and taxis

Council will work with car share providers, ride share providers and taxi to encourage the use of electric vehicles. This should include the development of a fast-track process for approval of charging facilities for such operations.

### Action 11 – Service stations

Council will work with existing local service station providers to include EV charging facilities in existing and new service stations.

### Action 12 – Pricing parity

To ensure equity and parity between EVs and ICEs, Council will advocate the State Government to discourage the introduction of a Road User Charge (RUC) for EVs. If an RUC is introduced for electric vehicles (as outlined in the NSW Electric Vehicle Strategy), Council Should advocate for this RUC to be applied to all vehicles (i.e. including ICEs) rather than presenting a split system. Simultaneously Council should advocate for *world's best practice* national fuel efficiency standards to be applied to all motor vehicles.

### Action 13 – Funding models for council chargers

Council should explore funding models, including Government Grants and private enterprise initiatives, to assist it in determining the feasibility of providing its own public EV charging facilities on Council land. Such charging facilities could be either fully publicly available chargers or chargers for Council 's future EV fleet during business hours and publicly available outside those hours.

## Longer Term Actions

### Action 14 – Encourage EV manufacturing in LGA

Council should examine opportunities to encourage the manufacturing of EVs and EV components, as well as conversion of classic cars to EV drives, in its various industrial areas, through refinements to land use zoning and/or incentive schemes.

### Action 15 – Fee exemptions and incentives

If, at a future time, Council introduces fee-based resident parking scheme permits, a trial should be introduced where electric vehicles are provided with permits at a discounted rate. Council should also explore other opportunities to provide incentives for EVs ownership.

### Action 16 – Street Furniture

As part of Council's future parking meter renewal and street furniture programs, a proportion of the suitable assets should be capable of charging electric vehicles.

### Action 17 – EV tourism

Council should develop an "EV Tourism" promotion campaign, through its Economic Development Team, in which semi-regular electric vehicle events are supported.

### Action 18 – Asset management systems

Council should examine opportunities to work with government organisations and private companies to develop EV Energy Asset Management Systems, possibly such as Vehicle to Grid (V2G), Vehicle to Home (V2H) and Virtual Power Plant (VPP) projects.

### Action 19 – Micro-mobility devices

Council should examine whether there is sufficient demand to warrant the provision of charging facilities for electric micro-mobility devices (e.g. e-bikes and e-PMDs), either in conjunction with car charging or independently.