



Electric vehicle chargers

Community engagement summary report

May 2024

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1 Background

Facilitating an increase of EV charging infrastructure is a fundamental step towards the wide-scale uptake of EVs and is a key action of Bayside's Parking Strategy: Parking Sustainably 2023-2033 and Climate Emergency Action Plan 2020-2025.

In December 2019, Bayside City Council declared a climate emergency in response to community mobilisation and petitioning Council to develop a Climate Emergency Action Plan.

This strategic driver led Council to investigate a range of measures to reduce carbon emissions in Bayside including installing or supporting electric vehicle charging across the municipality.

In the proceeding years (2022), community engagement was also undertaken to inform the Parking Strategy, which found general community support for increased electric vehicle charging infrastructure.

In 2023, Council delivered Action 10 of the Parking Strategy: Initiate an Expression of Interest (EOI) processes for market interest to install EV charging infrastructure on Council managed land. JOLT was selected as the preferred supplier.

The focus of this consultation was Council's proposal to install nine public EV charging stations across Bayside in partnership with [JOLT Australia](#).

These fast-charging stations would be in public car parking spaces within shopping precincts, converting up to two adjacent parking spaces to EV charging only.

The JOLT fast-charging stations would be installed at no cost to Council and JOLT will provide 7kWh of free charging to each customer every 24 hours, equal to approximately 45-50 km of driving range, with additional paid charging beyond the free daily charge available.

This document provides a summary of community feedback on the proposal to install these fast-charging stations at nine sites across Bayside.

The feedback obtained through the consultation included a total of 361 self-selected *Have Your Say* online surveys, 8 written submissions, and 19 Q&A interactions with Council officers.

2 Consultation process

2.1 Consultation purpose

This consultation had two objectives. Firstly, to understand general community views about the installation of nine JOLT EV charging stations across Bayside and secondly, to gather feedback specific to each proposed charging station location. Participants could either respond generally to the proposal or elect to provide feedback about specific proposed locations.

The focus of the online survey consultation was to understand the level of support or opposition to the general proposition across all sites, or the level of support or

opposition to the installation of a charging station at one or more of the nine specific locations.

2.2 Consultation methodology

The communication program to support this engagement ran from 4 March until 21 April 2024, with the *Have Your Say* project webpages open for this period.

The consultation process included an online survey available on the *Have Your Say* website. The option was also available for residents and other interested parties to provide written and emailed submissions to Council, as well as telephone or in-person discussions with Council officers.

The consultation was promoted through the following:

- Email notification to Have Your Say members – 4,530
- Letterbox drop for residents/businesses local to proposed charging stations – 1,130 letters (1-2 block radius from each site)
- A1 signage at proposed locations
- Have Your Say website project page
- Website news story
- This Week in Bayside e-newsletter (8 issues), as well as special interest e-newsletters (12,000+ recipients)
- Social media posts
- Let's Talk Bayside magazine feature article – April/May issue, letterboxed to all Bayside households (approx. 40,000).

Interested participants could also engage directly with Council through the online Have Your Say project webpage, including the opportunity to ask questions, as well as bookable meetings with key stakeholder groups.

The survey was available in accessible formats on request.

Metropolis Research was commissioned to independently compile and analyse the results from the consultation and to prepare this consultation summary report only.

3 Participant profile

A total of 361 respondents completed the self-selection survey available on Council's *Have Your Say* consultation portal, with the demographic and location breakdown as outlined in the following table.

Metropolis Research also notes that 162 (45%) of the 361 self-selected survey respondents currently owned an EV vehicle, and a further 92 (25%) reported that they were considering owning an EV vehicle in the future.

This profile reflects a significant skew in the sample of survey respondents, substantially over-representing the views of current and potential future EV owners, and significantly under-representing the views of those in the community with no current intentions of purchasing an EV.

The following table outlines the demographic and residence details of the 361 self-selected online survey respondents.

	Demographic	Bayside 2021 Census	Online survey respondents
Gender	Male	48%	57%
	Female	52%	35%
	Non-binary / self-describe	-	1%
	Prefer not to say	-	7%
Age	Less than 25 years	30%	4%
	26 to 50 years	28%	34%
	51 to 75 years	32%	49%
	76 years and over	9%	7%
	Prefer not to say	-	6%

4 Consultation findings

The following section summarises the key themes which arose in community feedback on the EV charging stations proposal.

The consultation includes feedback from 388 individuals, including:

- 361 *Have Your Say* online consultation survey respondents.
- 19 participants via Q&A engagement with Council officers.
- 8 written, email, and telephone submissions.

4.1 Feedback summary

The following key findings were identified in the data collected from the consultation:

- **Respondents' connection to the area** – the majority of respondents providing feedback on the nine proposed locations were visitors to most of the locations about which they were providing feedback.
- **Frequency of visiting the locations** – the majority of respondents providing feedback on the nine proposed locations were frequent (multiple times per week) visitors to the locations about which they provided feedback.

- **Respondent EV ownership** – the majority of the total 361 respondents were either current owners of an EV (45%) or may potentially acquire an EV in the future (25%), with just 30% reporting that they did not have nor intended to acquire an EV.
- **Overall support / opposition to the proposal** – the average level of support for the overall proposal to install charging stations at locations in the City of Bayside was 6.5 out of 10, with 67% in support and 30% opposed.
- **Overall support / opposition to the proposal by EV ownership status** – respondents who currently owned an EV (8.9 with 89% in support) and who intended to acquire an EV in the future (8.0 with 82% in support) were both extremely supportive of the proposal, whilst respondents without an EV or without an intention to acquire an EV were extremely opposed with a score of 1.3 out of 10, and 87% opposed.
- **Level of support for each of nine proposed locations** – there was majority support for seven of the nine locations, as follows:
 - *Highett Station* – 12 respondents recorded average support of 7.7 out of 10, with 75% in support and 17% opposed.
 - *Black Street, Brighton* – 15 respondents recorded average support of 7.2, with 73% in support and 27% opposed.
 - *Seaview shops, Beaumaris* – 20 respondents recorded average support of 6.4, with 60% in support and 35% opposed.
 - *Sandringham Library* – 15 respondents recorded average support of 6.2, with 60% in support and 40% opposed.
 - *Black Rock Council carpark* – 14 respondents recorded average support of 5.7, with 57% in support and 43% opposed.
 - *Beaumaris Concourse* – 20 respondents recorded average support of 5.5, with 50% in support and 45% opposed.
 - *Church Street Brighton* – 17 respondents recorded average support of 5.2, with 53% in support and 47% opposed.
 - *Mill Street, Hampton* – 16 respondents recorded average support of 5.0, with 50% in support and 50% opposed.
 - *Bluff Road Activity Centre* – 26 respondents recorded average opposition of 4.0 out of 10, with 38% in support and 62% opposed.

- **Reasons for supporting the proposal (overall):**
 - *Strongly supportive* - the main reasons for strongly supporting the proposal were that respondents either owned or intended to own an EV (50 comments), perceived need for more charging station / higher capacity stations (41), that it encourages / supports the adoption of EVs (24), and that it is sustainable / clean energy (23).
 - *Somewhat supportive* – the main reasons were the perceived need for more charging stations/higher capacity stations (9 comments), some issues around parking versus actively charging (4), issues with the brand choice for the stations (3), and generally support statements (3).
- **Reasons for opposing the proposal (overall):**
 - *Strongly opposed* - the main reasons for strongly opposing the proposal were a perceived loss of car parking (18 comments), perceived waste of ratepayers' money / misuse of Council funds (13), perceived safety hazard (8 comments), and other options will be available in the future / already redundant (7).
 - *Somewhat opposed* – the main reasons for somewhat opposing the proposal were the perceived unfair choice of locations (7 comments), and the view that there should be no free charging / no subsidy of EV owners or companies (3).
- **Other survey comments / Q&A feedback** – whilst most of the other submissions were generally supportive of the proposal, there were a range of issues raised by respondents and submitters, including some concerns around the loss of car parking spaces, with a range of issues at specific locations raised, some concerns (or misunderstanding around) what the costs will be and who will pay these costs (with some concern about the impact on ratepayers), some concerns around the future need for these charging stations, and some safety related concerns.

4.2 Support for actions

The key finding from the consultation exercise was that the majority (67%) of the 266 self-selected online survey respondents who provided a response to the overall proposition supported the proposed installation of nine EV fast charging stations by JOLT at selected locations across the City of Bayside, whilst 30% opposed.

The majority of respondents were supportive of seven of the nine specific locations, with 50/50 support / opposition to Mill Street, Hampton and majority opposition to the Bluff Road Activity Centre location.

These results, however, reflect the views only of those individuals who were aware of the consultation and sufficiently engaged with the issue (mostly positively but also some negatively engaged) to take the active steps necessary to participate.

These results cannot be read as reflecting the views of the visitors to the nine locations or the wider Bayside community.

4.3 Item-specific feedback

The following sections outline the summarised results for each of the questions included in the online survey, including:

- EV ownership status of respondents.
- Connection to the selected locations.
- Frequency of visitation to the selected locations
- Level of support or opposition overall to the proposal and reasons why.
- Level of support or opposition to the nine proposed locations for EV charging stations and the reasons for support or opposition.
- Feedback from the Q&A interactions.
- Feedback from written / emailed submissions.

4.3.1 Respondents' EV status:

The majority of the self-selected online survey respondents reported that they either currently have (45%) or may potentially acquire (25%) an EV, whilst 30% did not have or were not intending to have an EV.

This represents a significant variation from the profile of the underlying Bayside community.

This significant skew in the sample impacts on the results by overestimating both the level of support in the community for the charging stations, as well as the level of opposition from those in the community who do not own or intend currently to purchase an EV (which will be most in the community).

Drive an electric vehicle
Bayside City Council - 2024 Electric Vehicle Charging Station Consultation
(Number and percent of respondents providing a response)

Response	All surveys	
	Number	Percent
Yes	162	45%
No	107	30%
Not yet - but considering a future EV purchase	92	25%
Total	361	100%

4.3.2 Connection to the proposed locations:

The majority of respondents who provided feedback on the nine individual proposed locations for the charging stations were visitors to these areas, although a majority either lived or owned a business in Mills Street Hampton (56%) and Highett Station (50%).

Connection to the selected locations
Bayside City Council - 2024 Electric Vehicle Charging Station Consultation
(Number and percent of respondents providing a response)

<i>Response</i>	<i>Black Street</i>	<i>Sandringham Library</i>	<i>Seaview Shops</i>	<i>Beaumaris Concourse</i>	<i>Bluff Road Activity Centre</i>
I visit the area	79%	73%	60%	55%	42%
I live or own a business adjacent to this location	14%	20%	30%	45%	23%
I work in the area	7%	7%	10%	0%	35%
Not stated	1	0	0	0	0
Total	15	15	20	20	26

<i>Response</i>	<i>Mills Street Hampton</i>	<i>Church Street Brighton</i>	<i>Highett Station</i>	<i>Black Rock Council</i>	<i>All respondents</i>
I visit the area	31%	75%	42%	57%	56%
I live or own a business adjacent to this location	56%	13%	50%	43%	32%
I work in the area	13%	13%	8%	0%	12%
Not stated	0	1	0	0	2
Total	16	17	12	14	155

4.3.3 Frequency of visiting the proposed locations:

The majority of respondents who provided feedback on the nine individual proposed locations for the charging stations visited those locations on a frequent basis, multiple times per week.

Frequency of visiting the selected locations
Bayside City Council - 2024 Electric Vehicle Charging Station Consultation
(Number and percent of respondents providing a response)

<i>Response</i>	<i>Black Street</i>	<i>Sandringham Library</i>	<i>Seaview Shops</i>	<i>Beaumaris Concourse</i>	<i>Bluff Road Activity Centre</i>
Every day	0%	0%	33%	36%	36%
1-4 times per week	55%	70%	33%	46%	46%
Every two weeks	27%	20%	8%	9%	18%
Once a month	9%	10%	17%	9%	0%
Up to six times per year	9%	0%	8%	0%	0%
Not stated	4	5	8	9	15
Total	15	15	20	20	26

<i>Response</i>	<i>Mills Street Hampton</i>	<i>Church Street Brighton</i>	<i>Highett Station</i>	<i>Black Rock Council</i>	<i>All respondents</i>
Every day	20%	17%	0%	13%	19%
1-4 times per week	40%	33%	60%	50%	47%
Every two weeks	20%	42%	20%	13%	18%
Once a month	20%	8%	20%	25%	14%
Up to six times per year	0%	0%	0%	0%	2%
Not stated	11	5	7	6	70
Total	16	17	12	14	155

4.3.4 Level of support / opposition to the proposal overall:

Of the 361 respondents, a total of 266 elected to provide a response as to their overall level of support or opposition to the proposal to install electric vehicle charging stations at nine locations across the City of Bayside, rather than provide feedback on specific locations.

Two-thirds (67%) of these respondents supported the proposal, whilst 31% opposed, with three percent neutral and a further three respondents not providing a score.

This equates to an overall level of support of 6.5 out of 10, or a moderate level of support.

Overall level of support for electric vehicle charging station
Bayside City Council - 2024 Electric Vehicle Charging Station Consultation
(Number and percent of respondents providing a response)

<i>Level of support</i>	<i>2024</i>	
	<i>Number</i>	<i>Percent</i>
Strongly support	157	60%
Support	19	7%
Neutral	7	3%
Oppose	12	5%
Strongly oppose	68	26%
Can't say	3	
Total	266	100%
<i>Average</i>	<i>6.5 out of 10</i>	

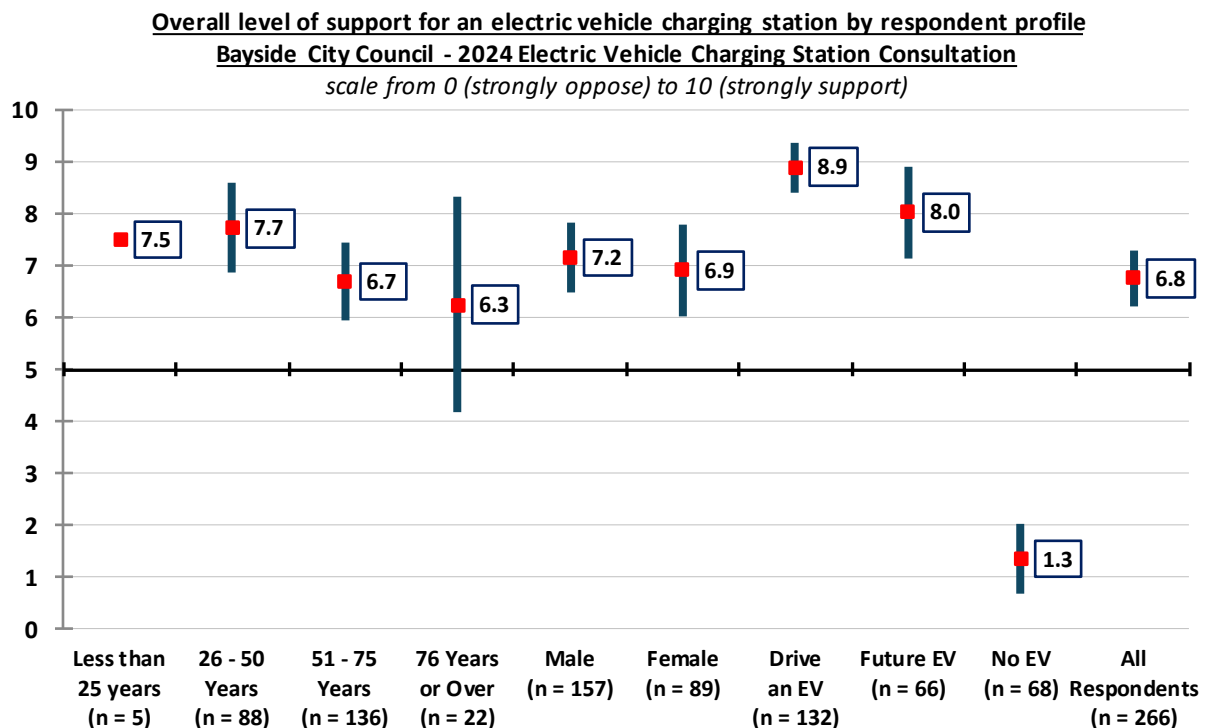
Metropolis Research must advise caution, however, in the interpretation of this overall result, given the following results, which provide a breakdown of the results by respondent profile (including age structure, gender, and EV status of the respondents).

It is noted that younger respondents were somewhat more in support of this proposal than older respondents.

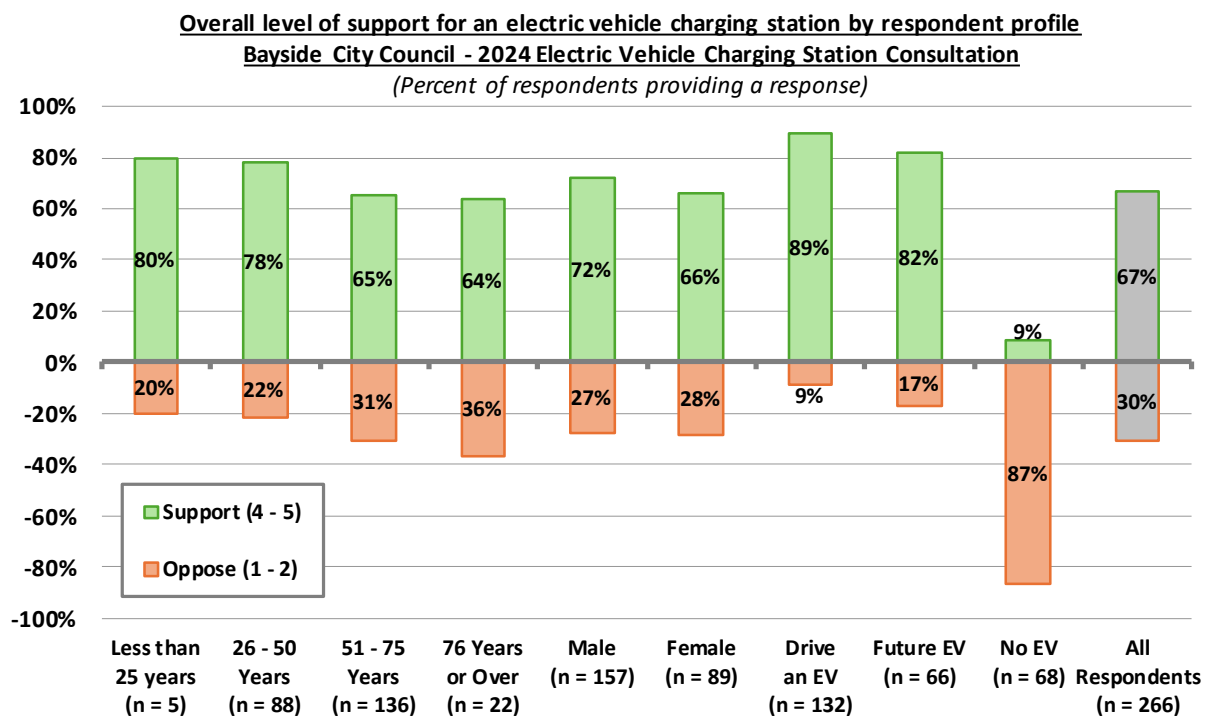
Of most interest, however, was the variation in these results between the 132 respondents who currently own an EV, who rated support on average at 8.9 out of 10, the 66 respondents who may consider an EV in the future (8.0 out of 10), and the 68 respondents who do not currently own or were not considering an EV, who rated their support at 1.3 out of 10, which was an extremely strong level of opposition.

These results show that support for the proposal was based largely on whether or not the respondent had or had some intention in the future to purchase an EV, with those without an EV strongly opposed to the proposal.

It may well be the case, however, that this strong opposition may not necessarily be held in the general community to the same extent as the 68 respondents without an EV who chose to participate in the self-selection survey.



The key finding from the raw percentage results reflects the average support / opposition results discussed above, with more than four-fifths of those with or considering purchasing an EV in support of the proposition, whilst 87% of those without an EV and with no current intention to purchase an EV opposed to the proposal.



4.3.5 Reasons for level of support / opposition to the proposal overall:

The following tables outline the reasons why respondents supported or opposed the proposal overall.

Strongly support:

There were 157 respondents who “strongly supported” the overall proposal (i.e., rated support at 5 out of 5).

The most common reason why 157 respondents “strongly supported” the proposal overall was that they own or intend to own an EV or a hybrid motor vehicle (50 comments).

The other common reasons were the view that charging stations were much needed, including higher capacity stations (41 comments), the perception that it would encourage or support the adoption of EVs (24), the perception that it is sustainable, clean energy (23).

Reasons for "strongly supporting" the overall proposal
(Number and percent of respondents strongly supporting)

<i>Response</i>	<i>Number</i>	<i>Percent</i>
Currently own / intend to own an EV or a hybrid	50	32%
Need more / much needed / higher capacity stations / port	41	26%
Encourages / supports adoption of EVs	24	15%
Sustainable / clean energy	23	15%
General positive	12	8%
EVs are the future	11	7%
Free charging is good	9	6%
Alternative location suggestions	8	5%
Supports local economy	8	5%
Supports people who do not have charging facilities	7	4%
Good locations / variety / spread	4	3%
Good brand choice	3	2%
Other	8	5%

Total responses (from 157 respondents) 208

Somewhat support:

There were 19 respondents who “somewhat supported” the overall proposal (i.e., rated support at 4 out of 5).

The most common reasons why 19 respondents “somewhat support” the proposal overall was the perception that there were not enough charging stations or a need for more higher capacity stations (9 comments), along with comments about issues with parking vs active charging (4).

This related to concerns about the space being taken by vehicles that were not actively charging but left to park after or instead of being charged.

Reasons for "somewhat supporting" the overall proposal
(Number and percent of respondents somewhat supporting)

<i>Response</i>	<i>Number</i>	<i>Percent</i>
Not enough / need more / higher capacity	9	47%
Issues with parking vs. active charging	4	21%
Issues with brand choice	3	16%
General support	3	16%
Issues with location choice	2	11%
Issues with advertising	1	5%
Issues with free charging	1	5%
Issues with sustainable energy	1	5%
Total responses (from 19 respondents)	24	

Neutral:

The following table outlines the 10 responses received from respondents who were “neutral” to the proposal overall or who did not provide a score.

Reasons for being "neutral" or "can't say" to the overall proposal
(Number of responses)

<i>Response</i>	<i>Number</i>
Chargers should not be located in prime car parks. Doing so encourages ‘ICEing’ with longer dwell times often experienced when charging or they appear vacant for extended periods adding to the gripes of ICE vehicle owners	1
Environmental impact of the production of electric power for EVs is not clear	1
I don't want advertising	1
I have a charging unit in my garage which I always use when my solar panels are producing at maximum. I probably won't use these proposed stations	1
I have no interest in electric cars	1
I worry that yet more car parking spots will be taken away. There's not enough parking now at these shopping areas	1
If you can afford an EV you can afford to pay. Why should I subsidise others who can afford to pay	1
It seems you have found a way (advertising) to turn a positive thing like electric car chargers, into a very negative thing which the community will be unhappy about	1
The place to charge your EV is at home at night	1
There is no charging station in Doncaster or Blackburn area	1
Total responses from 10 respondents	10

Somewhat oppose:

There were 12 respondents who “somewhat opposed” the overall proposal (i.e., rated support at 2 out of 5).

The most common reasons why these 12 respondents “somewhat opposed” the proposal overall were the perception that the choice of locations was unfair or that there should be no free charging / no subsidies for EV owners or companies.

Reasons for "somewhat opposing" the overall proposal
(Number and percent of respondents somewhat opposing)

<i>Response</i>	<i>Number</i>	<i>Percent</i>
Unfair choice of locations	2	17%
Cost of maintenance, repairs vandalism	1	8%
General negative	1	8%
Limited car parks	1	8%
No free charging / EV owners need to charge at home	1	8%
No subsidies for EV owners / company	1	8%
Opposition to advertising / billboards	1	8%
Ugly /noisy	1	8%
Unfair advantage to EV companies	1	8%
Waste of ratepayers money / misuse of Council funds	1	8%
Other	3	25%

Total responses from 12 respondents

14

Strongly opposed:

There were 68 respondents who “strongly opposed” the overall proposal.

The most common reasons why these 68 respondents “strongly opposed” the proposal overall was the perception that the stations would reduce car parking in the area (18 comments), the perception that it was a misuse of Council funds (13), and a safety hazard (8).

Metropolis Research notes the number of respondents who raised concerns about a perceived misuse of Council funds, as this clearly reinforces the importance of car parking spaces to some visitors to the locations, as well as some limited knowledge of the details of the proposal.

Reasons for "strongly opposing" the overall proposal
(Number and percent of respondents strongly opposed)

<i>Response</i>	<i>Number</i>	<i>Percent</i>
Limited car parks	18	26%
Waste of ratepayers money / misuse of Council funds	13	19%
Safety hazards with EV charging stations	8	12%
Other options in future / already redundant	7	10%
Environmental hazards of EVs	6	9%
General negative	5	7%
No free charging / EV owners need to charge at home	5	7%
Unfair advantage to EV companies	4	6%
Unfair benefits to EV users	4	6%
Cost of maintenance, repairs vandalism	3	4%
No subsidies for EV owners / company	3	4%
Opposition to digital advertising / billboards	3	4%
Ugly /noisy	3	4%
Unfair choice of locations	3	4%
Other	2	3%

Total responses from 68 respondents

87

4.3.6 Support / opposition to the nine proposed locations:

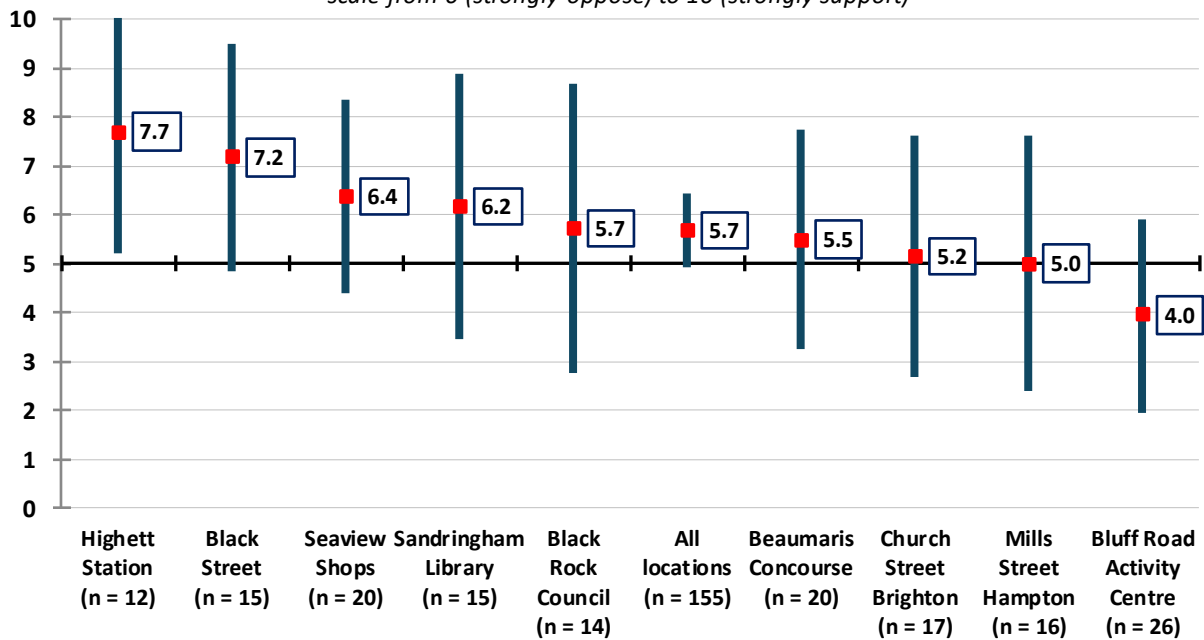
The following graphs outline the average level of support or opposition and the raw percentage results for support and opposition to the installation of the charging stations at each of the nine locations.

There was majority support for the installation of the charging stations at seven of the nine locations, and 50/50 support / opposition for the Mills Street location, and majority opposition to the Bluff Road Activity Centre location.

As discussed elsewhere in this summary report, these results should be interpreted with caution, as they represent only the views of those in the community who were sufficiently engaged in the issue to self-select themselves for participation in the consultation exercise.

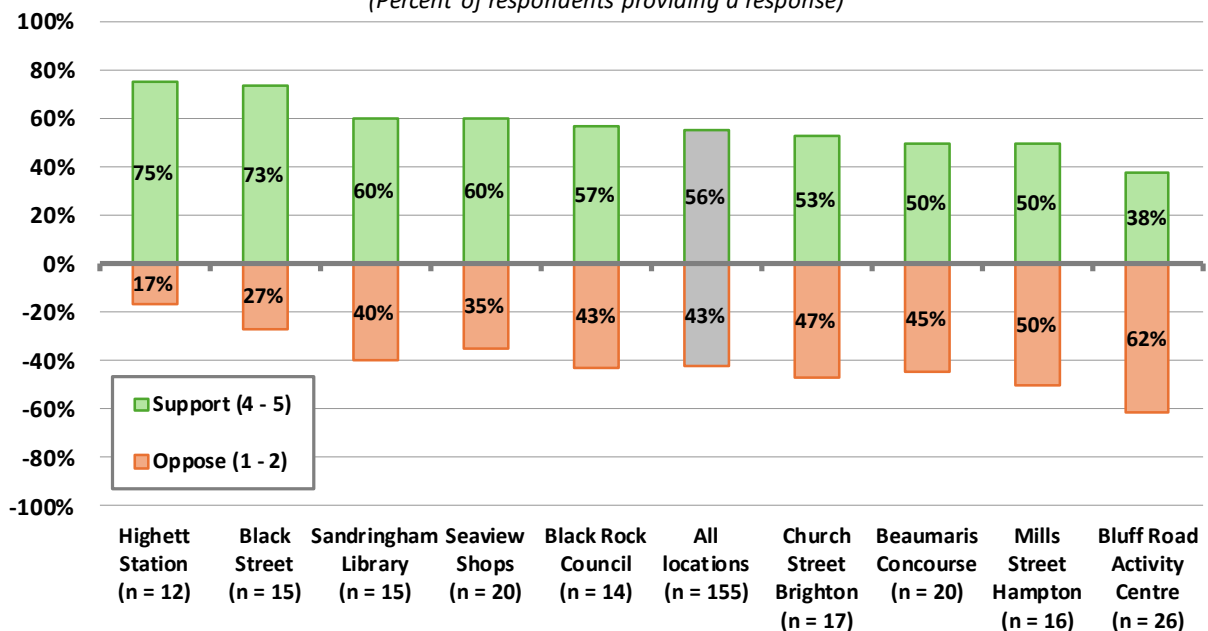
Metropolis Research strongly advises that these results cannot be read as a meaningful proxy for the true level of underlying community support or opposition to the installation of the charging stations at these locations.

Level of support for an electric vehicle charging station at the selected locations
Bayside City Council - 2024 Electric Vehicle Charging Station Consultation
scale from 0 (strongly oppose) to 10 (strongly support)



Consistent with the average support / opposition results above, the majority of respondents providing a score supported eight of the nine locations, with 62% opposing the Bluff Road Activity Centre location.

Level of support for an electric vehicle charging station at the selected locations
Bayside City Council - 2024 Electric Vehicle Charging Station Consultation
(Percent of respondents providing a response)



4.3.7 Reasons for support / opposition to the nine proposal locations:

The following section provides the detailed responses received from respondents as to the reasons why they supported, were neutral, or opposed the installation of an EV charging station at each of the nine locations.

Black Street :

Reasons for support / opposition to EV charging station in Black Street

Strongly Support	This is a fantastic spot / sensational location	2	Visit
	I look forward to having a coffee while I charge	1	Visit
	It is a relatively large car park	1	Live / own business
	Important initiative to meet climate targets	1	Visit
	Can this serve 2 cars?	1	Visit
	Proximity to shops, I think this will be in constant use. Great idea to use this location	1	Live / own business
	It is right near the shops I already go to, and I will use this one regularly as my main source of charging if it is installed. Great job Bayside!!!!	1	Visit
	Total	8	
Somewhat Support	Car parking is hard to find in this area	1	Visit
	It appears that you are going for 2 charging locations in very close proximity to each other. Black St and Church St activity centre whereas North Brighton area has nothing at all. Perhaps placing one further north in Bayside would be more equitable	1	Visit
	Total	2	
Somewhat Oppose	Both the New St and Black St spots are in Middle Brighton. Why not be fairer and spread one of those to North Brighton at the Bay Rd or Martin St shops? Middle Brighton does not need preference!	1	n.a.
	Total	1	
Strongly Oppose	Too close to buildings	1	Visit
	Losing more car parks. It's not Council's job to provide EV charging locations. They don't provide petrol stations	1	Visit
	It is ludicrous and illusory to justify the creation of these stations to encourage drivers to shop and dine in the precinct, when you have reduced parking times in Church St to 1 hour and Well St to 2 hours, hardly time to "dine and shop"	1	Live / own business
	Total	3	

Sandringham:

Reasons for support / opposition to EV charging station in Sandringham

Strongly Support	Great utility	1	Visit
	Great location for a charger next to the supermarket	1	Visit
	I support the charger, but this location is poor. This is a very busy area I'm concerned about visibility driving in and out of the carpark. Also, it does not support 2 cars	1	Visit
	Close to library and supermarket. I think this will be convenient for people to make regular use of these chargers	1	Visit
	Sandringham is a great place to eat, and having charged available while eating or visiting the library is an efficient use of time and resources. Please make sure there is room for future growth (i.e. adding a charging bay)	1	Visit
	Need to support behavioural change	1	Live / own business
	There should be chargers at every Bayside library! It's a no-brainer	1	Work
	Great idea. But why only one ? Surely that will fill up quickly?	1	Visit
	We are looking to buy an EV and we live on Waltham St	1	Live / own business
	Total	9	

Somewhat Oppose	It's hard enough to find a parking space at the supermarket as it is, never mind adding a charging station there	1	Visit
	Total	1	

Strongly Oppose	The site is very busy / already congested / is prime parking space	3	Visit
	No current car parks should be given up for EV charging. EV charges belong at an EV charging station	1	Visit
	The proposed location is not well lit at night, it is not a well-protected location. Perhaps give thought to Station St, between Abbott St and the railway station, this is highly visible at all times	1	Visit
	This is a busy area at the best of times with customers going to Coles, visitors to the library and parking for cafes and restaurants. Adding e-parking spaces will just further reduce the spaces	1	Visit
	This is a massive digital billboard masquerading as a charger - it will ruin the amenity, character and village feel of the area. If bayside is interested in EV chargers it should partner with someone to install them without the digital billboards	1	Live / own business
	This is a prime parking space for Cole's customers as it is close to the entrance. Better to locate at the rear of the carpark behind Sandringham Library	1	Visit
	Total	8	

Seaview:

Reasons for support / opposition to EV charging station in Seaview

Strongly Support	Wonderful location to charge, so many amenities nearby / shops that I use	3	Visit
	Ability to shop locally while waiting is to advantage local retailers and customers	1	Visit
	Great option for a charging location especially with the 7kwh free which will take the same time as my shopping!	1	Visit
	Great utility	1	Visit
	I have an EV	1	Visit
	I really like this location as it is next to the shops I already use. I have recently moved from London and used Jolt's network there and always had an excellent experience. Please install here!	1	Live / own business
	I would use it often	1	Live / own business
	Looks great	1	Visit
	Required	1	Live / own business
	The chicken shop is excellent	1	Visit
	Want to use	1	Live / own business
	Total	13	
Somewhat Support	Should be in the parking lot - not the quick stop area	1	Live / own business
	I support the inclusion of a charging station, but not in a location that is hard to find parking at currently. Reducing parking in that section for a limited number of people will be frustrating for other shop users	1	Visit
	Total	2	
Neutral	Parking is already at a premium, and there is no disabled parking on the north side without crossing Michael St. EV charger reduces parking spaces	1	Live / own business
	Total	1	
Somewhat Oppose	Suggest that 2 charging points here versus one in Hampton shopping strip is perhaps unbalanced for the current take-up of EV's which is very high in Hampton	1	Visit
	Seaview shop area is small and doesn't have sufficient parking spaces to lose any to E-parking	1	Visit
	This is prime parking for Post Office customers - better to locate across road in less used car park	1	Visit
	Total	3	
Strongly Oppose	Not enough parking to have a charging station, parking is a problem now / already lacking spaces for short-term parking	2	Visit

	A ridiculous idea. We are primarily a local shopping complex. If you want extra charging stations, put them at the Bayside Council chambers. Another detrimental decision by an out of touch Council	1	Live / own business
	This would create a potential explosive situation in view of the chance of fire charging lithium batteries. And this is a very confined area	1	Live / own business
	With the fire hazard of electric vehicles, it becomes very dangerous	1	Visit
	Total	5	

Concourse

Reasons for support / opposition to EV charging station in Beaumaris

Strongly Support	Great utility	1	Visit
	Thank you for putting chargers where we all need to go anyway, I look forward to charging while doing other things	1	Visit
	Good choice of location however 2 might be more appropriate here rather than Seaview	1	Visit
	More public charging is required for the growing number of cars	1	Live / own business
	As long as clearly for charging, then a good location - not too popular	1	Live / own business
	Ability to shop locally while waiting is advantageous to local business and customers	1	Visit
	Demand for more chargers	1	Visit
	The location of that charging station is not well planned, as that position would be one of the most used car parking spaces if not the most used car parking space in the whole of the concourse. It would be better located in one of the least used spaces	1	Live / own business
	Increase support for move to more electric vehicles. Also, you need more than one bay	1	Live / own business
	I have an EV	1	Visit
	Total	10	
Neutral	The site chosen is in the really high turnover part of Beaumaris parking, which is what keeps the use of vehicles to go to the shops viable. It is only the rapid turnover of parking that makes it work at all. There is plenty of room in the big car park	1	Live / own business
	Total	1	
Somewhat Oppose	The proposed location will remove a car park in the busiest section of the Concourse carpark. There are plenty of other spaces e.g., in the spaces between South and North Concourse or between the shops. Inconvenience for many to benefit a few	1	Live / own business
	Should be in the North Concourse side, which is not so busy. Would be useful for EV drivers	1	Live / own business
	Total	2	

Strongly Oppose	Parking congestion bad enough / not enough car parks already	4	Visit
	Bayside residents with electric cars can charge their cars at home. They'll be travelling 5kms at most. Why is this needed? The value of doing this is very low as you won't even get enough charge with the time they spend there	1	Live / own business
	I shop daily at the Concourse. This proposal is poorly thought out. Put more units at the Bayside Council chambers if you must	1	Live / own business
	My dad goes to the Concourse every week for exercise physiology after being in an accident. He already finds it difficult to find parking in the area	1	Visit
	Parking is already a nightmare at times. Why not move the proposed EV station to Beaumaris Library?	1	Visit
	Reducing parking here for the detriment of general concourse users does not put the whole community interests at the front. Move the location to the larger car parks instead.	1	Visit
	The charging station should be in the car park so as not to degrade the streetscape. Also, with the risks associated with car batteries exploding the charging stations should not be in an area where people congregate	1	Visit
	These are prime parking spaces for all users of the adjacent IGA and greengrocers who have shopping to carry. Suggest relocating to quieter car park off North Concourse between Reserve Rd and toy shop	1	Visit
	Total	11	

Bluff Road:

Reasons for support / opposition to EV charging station in Bluff Road

Strongly Support	Great utility	1	Visit
	I live nearby and I'm thinking of getting an electric car. This will give me the reassurance of a nearby charger	1	Live / own business
	Proximity to shops and ability to do shopping and be productive in the time while my car charges with the 7kwh free charging offering	1	Visit
	Needed	1	Visit
	Great location	1	Work
	Need more chargers	1	Work
	I would use it often	1	Visit
	I don't usually stop at this spot, but I might try the physio if I'm charging there anyway	1	Visit
	Good choice of location	1	Visit
	Position gives easy access to many good locations	1	Visit
	Total	10	

Somewhat Oppose	That parking space is very important for disabled people or those with physical limitations as they attend the physiotherapist. Additionally, reversing from that car space, or any near, would be greatly hindered by the blocked view	1	Work
	Total	1	

Strongly Oppose	Takes a prime park away from the physio practice that's safe / accessible for the elderly / disabled to access the facility / physiotherapy patients will be severely negatively impacted	12	Visit
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	Bluff Rd traffic at this intersection can also be a concern for cars trying to back in and out of the park	1	Live / own business
	I work at Bluff Rd Physiotherapy. There are NO other parking options for our vulnerable clients	1	Work
	I'm disabled, the car parks closest to my physiotherapy are used by patients at the physio, the parking spot closest to seat is used to swing doors open and wheel wheelchairs to Maxi Taxis and taxis and patient vehicles, elderly, and unstable people	1	Visit
	It is already hard enough finding parks	1	Work
	It is placed in an already clogged carpark, which isn't supportive of the nearby healthcare centres, also, it shouldn't be exclusively EV parking. I love that the Council is trying to integrate EVs into Bayside, but this isn't a good place	1	Work
	It will create more congestion of traffic at that intersection	1	Visit
	Patients at Bluff Rd Physiotherapy will severely be impacted with their commute if there is a new EV charging station	1	Work
	There is at times limited parking slots available outside during business hours. This could become worse depending on what will occupy 316 Bluff Rd Sandringham	1	Live / own business
	Unit block's view of oncoming traffic when backing out of here	1	Live / own business
	Very hard to get parking when busy. All the spaces are needed for the businesses in the strip. The parking spaces are used even for business across the road, so they get taken up very quickly. If people cannot park, they defer their entry to shops	1	Live / own business
	We treat elderly, disabled, and injured people who put would be put at increased risk of further injury	1	Work
	When I'm injured (I have bad knees)	1	Visit
	Total	24	

Mills Street:

Reasons for support / opposition to EV charging station in Mills Street

Strongly Support	Great utility	1	Visit
	Close to home, I could drop in for a charge on my way to work. The parking space in that location is frequently empty anyway. Please ensure there is room for a second bay as future demand requires	1	Live / own business
	Great location to charge just off Hampton St	1	Visit
	Any charging station is a good thing	1	Live / own business
	Keep up with technology	1	Visit
	Good location, however, it is perhaps too little for the Hampton Street Shopping Strip which is arguably Bayside's premier shopping strip	1	Live / own business
	This is a very good location	1	Visit
	Total	7	

Somewhat Support	This one charging station is NOT enough for Hampton. The Council has designated Hampton a high-density housing area, it MUST have the facilities for a high-density population	1	Visit
	Total	1	
Somewhat Oppose	It is not Bayside taxpayers' responsibility to pay for EV charging. Plus, there is not enough parking in Mills St. Any extra available space should be used for everyone's vehicles not just EV users! Developers get reduced parking applications approved	1	Live / own business
	Total	1	
Strongly Oppose	EV is not green / not a solution for the future	5	Live / own business and Work
	Parking is already a nightmare / horrendous in this street	5	Live / own business and Work
	Cost	1	Live / own business
	Current parking is for MOST, EV for limited in community	1	Live / own business
	Don't want EVs taking up valuable spaces which are currently available to most users	1	Live / own business
	It is 2 blocks up from the central strip. I believe the station should be located between Service St and Willis St	1	Live / own business
	New development next to Fazio's has been allowed reduced parking-will be even worse. Should be commercial based, on commercial land, e.g. petrol station	1	Live / own business
	The EV charging station is more suited to a 'mainstream' carpark rather than taking over an on-street parking spot. The Thomas St or Willis St carpark would be much better options	1	Work
	Total	16	

Church Street:

Reasons for support / opposition to EV charging station in Church Street

Strongly Support	Great utility	1	Visit
	This location is in a quiet part of the street where the bays again are frequently empty. I would prefer the location be closer to the train station end of Church St	1	Visit
	I'd probably prefer if the charger was closer to the shops, but this is still a good spot, and we need more public chargers	1	Visit
	Good choice of location	1	Visit
	I shop in Church St frequently and obtaining a quick charge at this location would be ideal	1	Visit

	I work nearby, I would use this site	1	Work
	Great idea, need one in the Brighton East shopping precinct	1	Visit
	Total	7	
Somewhat Support	It's an amazing place to put it however because some cars have the plug on their left and some on their right, people will have to drive in different ways. It would be better on the other side of the road, in angled parking opposite the church	1	Work
	As I mentioned before it might be better to spread the chargers a little more geographically or if the concern is that Church St area will be very busy have 2 in one location	1	Visit
	Total	2	
Somewhat Oppose	Share the EV charging stations between North and Middle Brighton, not 2 at the latter	1	n.a.
	Total	1	
Strongly Oppose	This is prime parking for visitors / patients of the Cabrini Hospital	4	Visit
	Bayside residents with electric cars can charge their cars at home. They'll be travelling 5 kms at most. Why is this needed? The value of this is very low	1	Visit
	Billboard' advertising on the main street is undesirable and will detract from Church St and set a precedent for further advertising billboards on the main street. EV charging should be limited to off street carparks	1	Live / own business
	Lost so many car parks in Church St already for new disabled parks. EV charging isn't a priority for a shopping strip	1	Visit
	Same reason as previous answer	1	Live / own business
	These are prime parking spaces for all Church St users, customers of adjacent Pharmacy and medical centres. Chargers in car parks OK	1	Visit
	Too close to shops, there is always a risk that the batteries will catch fire	1	Visit
	Will be losing car parks; older people often need to drive	1	Visit
	Total	11	

Highett Station:

Reasons for support / opposition to EV charging station at Highett Station

Strongly Support	This is a wonderful cafe; I look forward to charging while I get my breakfast / go shopping / great location	6	Live / own business and visit
	Close to the shops, train station and library	1	Live / own business and visit
	Great utility	1	Visit
	Has Council thought about installing 2 here because this one will be busy, I think?	1	Live / own business
	I frequent the Woollies and shops on the other side of the station and now I also have the option to top off my charge when I'm there	1	Visit
	Total	10	
Somewhat Support	Due to the level crossing it's not easy to park there - but the station isn't powerful enough, it will take too long to charge there	1	Live / own business and visit
	Total	1	
Neutral	I want more small, cheap and even slow public chargers everywhere, but this exact corner spot can also be utilised by the cafe as an expanded outdoor seating area. Small, cheap and slow chargers allow more space for businesses and people to thrive	1	Live / own business and visit
	Total	1	
Strongly Oppose	It will limit the parking for the cafes and shops along Highett Rd	1	Work
	Thank you for your information pamphlet detailing the EV charging station proposal. As much as I am excited by the idea the location suggested is not ideal	1	Live / own business
	Total	2	

Black Rock Council car park:

Reasons for support / opposition to EV charging station at Black Rock Council car park

Strongly Support	Fully support EV transition & BCC approach. Every BCC car park should have 2 charger units	1	Live / own business
	Good location - not on-street	1	Visit
	Great to have a charging station here	1	Visit
	Great utility	1	Visit
	I support the charger, but not in this location. As shown, it does not sit in the carpark?	1	Visit
	I'm glad to see more public chargers, this one near the beach and all the shops in Black Rock will give me lots to do while charging	1	Visit
	Strongly request and recommend 2-4+ bays, NOT 1x bay. If you're going to go all the effort to put infrastructure in, then provision should be allowed for at least minimum 2x charging stations (same applies for across all locations in Bayside)	1	Live / own business
	Very nice location which I will use every week when shopping and catchup with friends	1	Visit
	Total	8	

Strongly Oppose	Choice of location is not easily visible from Bluff Road; this means the charger will be open to vandalism at night	1	Visit
	Black Rock is a Cafe hub, most people are visiting Black Rock to enjoy a coffee or a meal out and are already limited by where they can park due to multiple 1/4-hour parking areas. Already the weekends can be extremely difficult to find a space to park	1	Visit
	There are not enough parking spots as it is in the local area for customers and business owners and staff	1	Live / own business
	I have owned a business in the village for 16 years. The car park situation has always been difficult. But over the last several years it has been extremely hard for a retail shop to survive. We need every car spot we can get, for any car, not just EV's	1	Live / own business
	Same as my above answers	1	Live / own business
	I am a business owner on Balcombe Rd, Black Rock & we cannot afford to lose a car space for the presumption of an EV driver maybe wanting to charge their car! They can charge at home!	1	Live / own business
	Total	6	

4.3.8 Other feedback :

There were eight emails, written, and telephone submissions provided to Council, with six of these generally opposed, one in support, and one only raising issues. The main feedback from these submissions was as follows:

Opposition reasons:

- Most Bayside residents with an EV will likely be able to charge them at home, therefore concerned about the value of the EV chargers.
- Expensive infrastructure that we all end up paying for.
- Already small number of parking spaces and a high turnover of people and vehicles in the area (Seaview).
- Concerns centre loss of parking and current restrictions not supporting the needs of businesses.
- Safety issues with parking adjacent to Bluff Rd.
- Loss of prime accessible parking for vulnerable patients of the physiotherapy practice as surrounding parking areas are inaccessible for these clients.
- Concerns raised on environmental benefit or necessity of EVs and EV chargers.
- Concern about how accessible EV chargers will be and how cars are restricted in parking for ease of access to EV chargers.

Other issues raised:

- Concerned about the South Concourse: Since all makes of EVs have different charging port locations, some in rear, some in front etc., the concern is that it will result in mild chaos, with people reversing or parking in the spot to charge in this busy one-way street.
- Would like the charger to be located in the central car park.
- Council should promote walking and use of bicycles and provide infrastructure to support their use as most people can walk or cycle to the activity centres.
- There will be a loss of street parking.
- Focusing on EVs may result in more congestion.

4.3.9 Feedback from Q&A session:

There were 19 individuals who provided feedback via the Q & A format, with the key issues raised by these individuals outlined in the following table.

Most of these were questions around the implementation of the project, such as who will be meeting the costs, whether JOLT is 100% green energy and a range of other questions.

Summary of feedback from Q & A consultation

<i>Issue</i>	<i>Number</i>
Who is paying for the installation and costs including maintenance	3
Is Jolt 100% green energy	2
Will Jolt provide free charge forever or stop providing free charge later and we lose public owned car spaces	2
Are there any time limits at charging stations	1
Car charging should occur at home at the cost of the user	1
Does the charger do more than one vehicle at a time	1
How does Council reimburse Jolt?	1
No need for consultation for something that is beneficial	1
Too little charging stations, its just tokenistic	1
Provide multiple outlets	1
Was Jolt selected because Council got free deal at only cost of space of the charger	1
What factors were considered in determining the locations, distance to shops, impact on traffic flow, time occupied by a person getting a full charge	1
Why is there such a big charger	1
Will charging shut off after the free 7 kWh limit ?	1
Will Council recompense for loss of the 8 parking spaces	1
Total issues raised by 17 participants	19

4.4 Project Evaluation

Communications to support this engagement were primarily targeted at site-specific stakeholders through on-site signage and letters. Community engagement to understand general community sentiment and views on Council supporting the installation of EV charging infrastructure had previously been undertaken to develop the Bayside's Parking Strategy: Parking Sustainably 2023-2033 and associated actions, with general support recorded.

As always, with consultation exercise such as this which are self-selected (i.e., the participants take active steps to choose to participate), the results reflect the views of those in the community who were both aware of the consultation and sufficiently engaged to take active steps to participate.

This was particularly evident with this project, with almost half of the 361 self-selected online survey respondents currently owning an EV and a further 25% considering that in the future.

This is significantly ahead of the current uptake of EVs in Australia, and likely to be a significantly over-representation of the views of this, currently quite small, group within the City of Bayside community. However, the use of electric vehicles will play a vital role in achieving Council's target for the Bayside community to be carbon neutral by 2035. Australian EV share of new car sales is predicted to reach 8% by 2025 and 27% by 2030, supporting the Victorian State Government target for half of new car sales to be zero emission vehicles (ZEVs) by 2030.

It is also the case that the self-selection methodology resulted in an overstating of the underlying level of community opposition to the proposal, as the respondents who did not own or intend to acquire an EV were skewed towards those in the community who have strong objections. These views are highly unlikely to be reflected in the underlying community of visitors to the nine locations, or the broader Bayside community.

The reliance entirely on a self-selection methodology for this consultation has very likely resulted in an over-estimation of both the overall level of support for the proposal, at the same time as extremely over-estimating the true level of opposition to the proposal by those in the Bayside community who currently do not own or have plans to purchase an EV in the foreseeable future.

Metropolis Research suggests that a random sample intercept survey of visitors to the locations and / or a random sample resident survey (e.g., by telephone or face-to-face at the door) would most likely have reported a more mildly positive view about the proposal overall that reflects underlying Bayside community sentiment about EV charging stations.