

Attachment C

Summary of Feedback and Engagement Report

Engagement report – draft Electrification of Transport in the City Strategy and Action Plan



Table of Contents

Background	4
Draft Electrification of Transport in the City Strategy and Action Plan	4
This engagement report	4
Engagement summary	5
From February to April 2023, we asked the community for feedback on our draft strategy and action plan	5
Purpose of the engagement	5
Outcomes from the engagement	5
Over 170 pieces of feedback were received during the consultation. Below is a breakdown of the feedback received:	5
Media activity	Error! Bookmark not defined.
Survey response findings	7
Q: Creating a city for walking, cycling and public transport.	7
Q: Government pricing and policy that prioritises electric vehicles over internal combustion engine vehicles.	7
Q: A transition to electrification that focuses on high-impact transport fleets	8
Q: Supporting electric vehicle charging options in ways that limit impacts on the public domain	8
Does your household use a vehicle?	9
What kind of vehicle is it?	10
Barriers to ownership	10
Demographics	11
Do you live in an apartment building?	12
Do you live in a house or terrace?	13
Subjects/issues raised in submissions	14

Appendix 1 **19**

Barriers to ownership – “Other reasons” cited: 19

If you currently use an electric vehicle, what is
your biggest challenge using your electric
vehicle in the City of Sydney? 20

Additional feedback 23

Background

Draft Electrification of Transport in the City Strategy and Action Plan

The City has developed a strategy and action plan to reduce transport-related emissions by electrifying transport in the city.

Our vision is net zero emissions across our local area by 2035. Transport accounts for around 20% of total emissions in our area and a shift to electric vehicles is an important part of our net zero goal.

Our draft electrification of transport in the city strategy and action plan supports electric vehicles, while protecting enjoyment of our streets, and recognising that walking, cycling and public transport are the best ways to reduce transport emissions.

The focus of the strategy and action plan covers 4 key action areas:

1. Creating a city for walking, cycling and public transport

The transition to net zero emissions needs to happen as soon as possible. Enabling a city for walking, cycling and public transport, supported by electric vehicles, is the best way we can facilitate a reduction in transport related emissions.

2. Government pricing and policy

We need state and federal government pricing and policy that prioritises electric vehicles over internal combustion engine vehicles.

3. The transition to electrification that focuses on high-impact transport fleets

Our strategy prioritises electrifying the fleets with the biggest emissions and impacts on people on our streets – either because they are driving all day or they are big and noisy. These include buses, delivery vehicles, taxis and service vehicles.

4. Charging options

The best place for people to charge is where they currently refuel or where they park. For example, their home, work, car parks or service stations. We are providing more electric vehicle charging in our car parks and encouraging the private sector to provide more charging in public car parks and service stations.

Research shows that most people will charge at home or at work because it is cheaper and more convenient. We will use our planning controls to make sure new developments are 'EV ready'. On-street charging will play a role to supplement off-street charging in locations where there are limited off-street opportunities. We are taking a sensible, data-led approach to on-street charging, balancing EV needs with protecting public space.

There are 21 supporting actions that we will take to support the electrification of transport.

The draft document was on public exhibition between February and April 2023

This engagement report

This document summarises key findings and outlines activities that took place during the public exhibition of the draft Strategy and Action Plan.

All feedback captured in this report will be considered before reporting back to Council.

Engagement summary

From February to April 2023, we asked the community for feedback on our draft strategy and action plan

Consultation ran between 21 February and 4 April 2023 and provided an opportunity for stakeholders and the community to review and comment on the strategy and action plan

This report outlines the community engagement activities that took place to support the consultation and summarises the key findings from the consultation.

Purpose of the engagement

The purpose of the engagement was to:

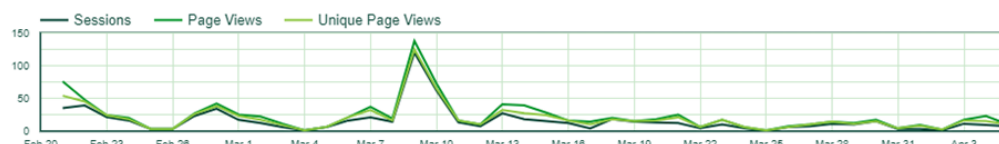
- gather feedback from stakeholders and the community about the draft strategy and action plan
- determine the level of satisfaction with the draft strategy and action plan
- inform the development of the final strategy and action plan.

The City created a Sydney Your Say webpage. The page included a copy of the plan to review and a link to a survey.

The survey included with targeted questions about the strategy and actions. The community and stakeholders could insert their feedback directly onto the survey or email a submission.

Outcomes from the engagement

Over 170 pieces of feedback were received during the consultation. Below is a break-down of the feedback received:



Sessions 703	Users 662	New Users 332	Page Views 993	Unique Page Views 872
-----------------	--------------	------------------	-------------------	--------------------------

What do people do on the page?

Clicked on Online Form/Survey 162	Downloaded a document 251	Emailed sydneyyoursay@ 4	Subscribed to SYS eDM No data
--------------------------------------	------------------------------	-----------------------------	----------------------------------

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

- More than 160 surveys completed

17 email submissions received

- Following a request, the City briefed the Millers Point Residents Action Group on the document
- Following a request, the City briefed the car sharing operator Go Get on the document.

Submissions received from organisations or individuals

- City of Sydney Inclusion (Disability) Advisory Panel
- Jolt
- Go Get
- Newtown Climate
- Millers Point Community Residents Action Group
- Pyrmont Action Inc.
- Bicycle NSW
- Angel Street Permaculture Garden
- Eight submissions from individuals

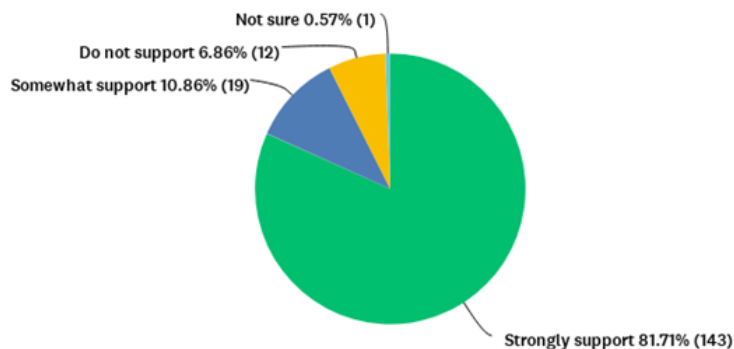
Survey response findings

Survey results indicate overall support for the draft strategy’s vision and confidence in the City’s ability to meet the targets and vision.

Q: Creating a city for walking, cycling and public transport.

The transition to net zero emissions needs to happen as soon as possible. Enabling a city for walking, cycling and public transport, supported by electric vehicles, is the best way we can facilitate a reduction in transport related emissions.

Q1 Do you support this?



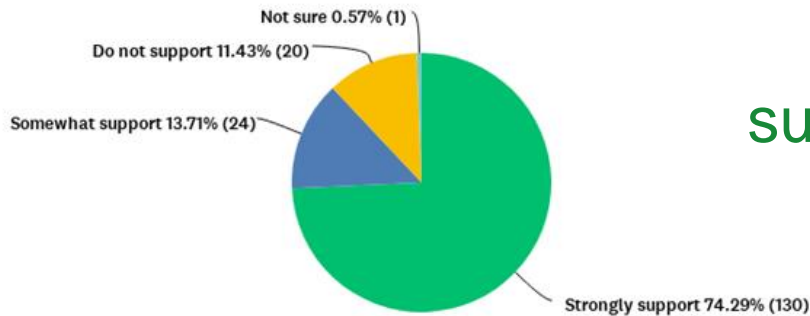
93%
strongly support or support

Q: Government pricing and policy that prioritises electric vehicles over internal combustion engine vehicles.

The strategy aims to remove barriers to people choosing an electric vehicle over a conventional vehicle, and not to subsidise or encourage driving.

We need NSW and Federal government to work together on issues such as better pricing signals, and vehicle and fuel emission standards.

Q2 Do you support this?

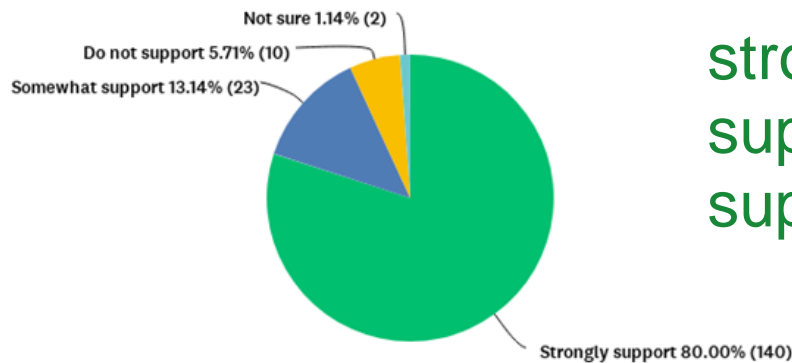


88%
strongly
support or
support

Q: A transition to electrification that focuses on high-impact transport fleets

Our strategy prioritises electrifying the fleets with the biggest emissions and impacts on people on our streets - either because they are driving all day or they are big and noisy. These include buses, delivery vehicles, taxis and service vehicles.

Q3 Do you support this?



93%
strongly
support or
support

Q: Supporting electric vehicle charging options in ways that limit impacts on the public domain

The best place for people to charge is where they currently refuel or where they park, for example, their home, work, car parks or service stations. We are providing more electric vehicle charging in our car parks and encouraging the private sector to provide more charging in public car parks and service stations.

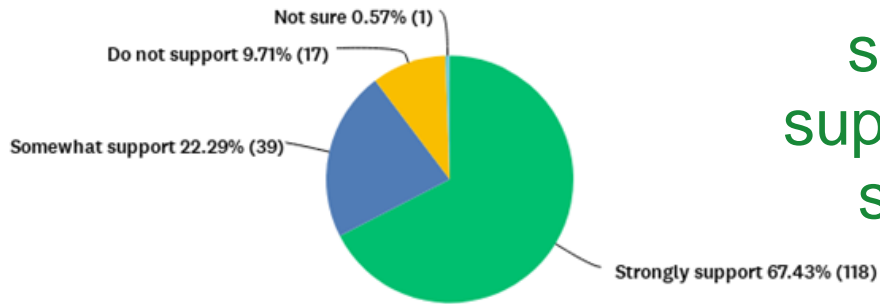
Research shows that most people will charge at home or at work because it is cheaper and more convenient. We will use our planning controls to make sure new developments are “EV ready”. On-

Engagement report –

draft Electrification of Transport in the City Strategy and Action Plan

street charging will play a role to supplement off-street charging in locations where there are limited off-street opportunities. We are taking a sensible, data-led approach to on-street charging, balancing EV needs with protecting public space.

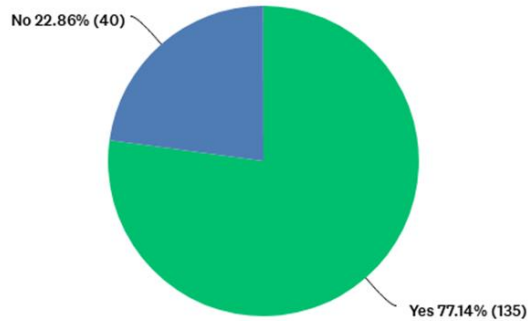
Q4 Do you support this?



90%
strongly support or support

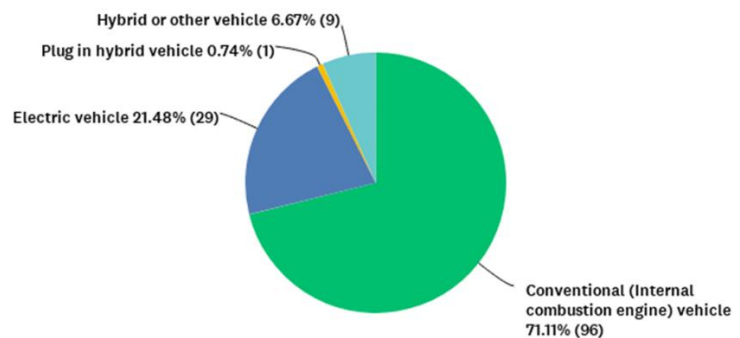
Does your household use a vehicle?

77%
in households
that use
vehicles



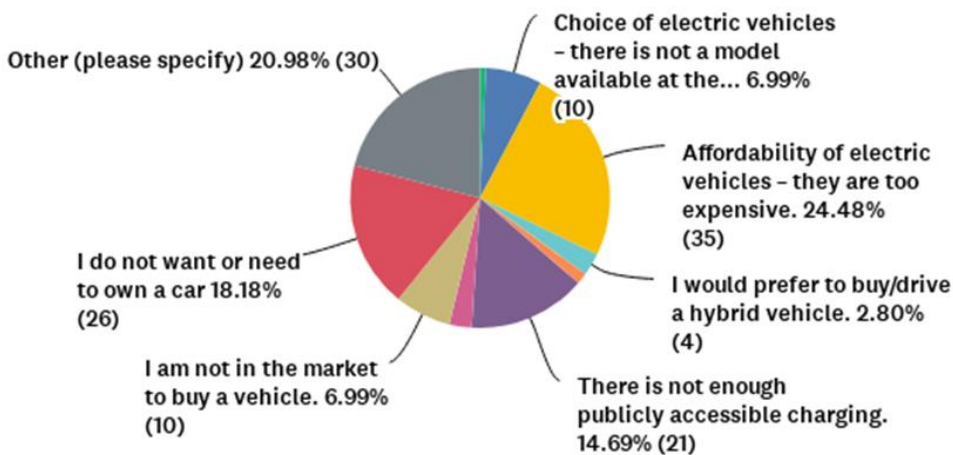
What kind of vehicle is it?

71%
in households
using ICE
vehicles



Barriers to ownership

Our research found that the biggest barriers to private electric vehicle ownership are the price and availability of the vehicles. If you do not currently own an electric vehicle, what is the biggest issue preventing you for adopting one?



15% cited
access to
charging as a
barrier to
vehicle
ownership

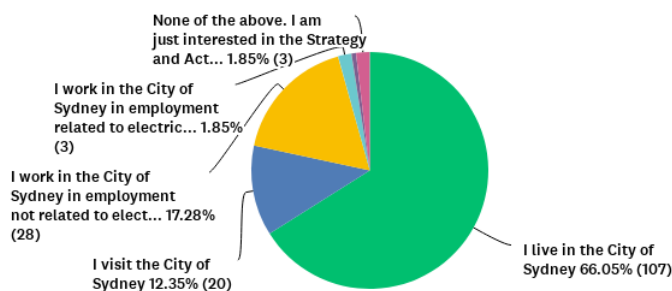
Appendix 1 documents the free form responses to questions relating to:

- Barriers to ownership
- Challenges for current electric vehicle owners
- Any other feedback.

Demographics

What best describes you/your organization?

Q10 What best describes you/your organization

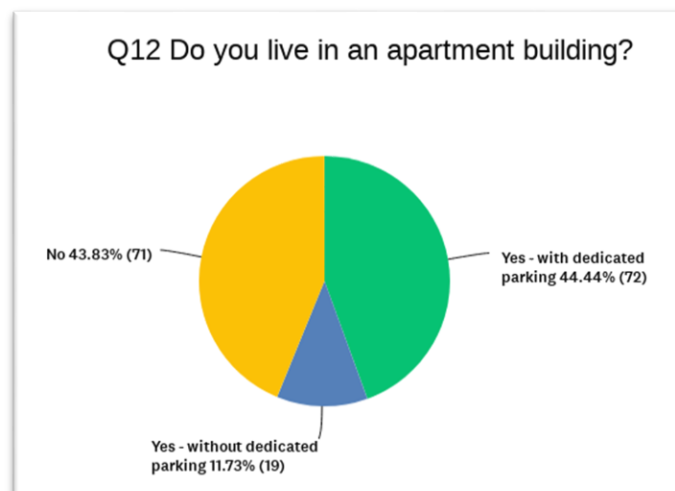


What suburb do you live in?

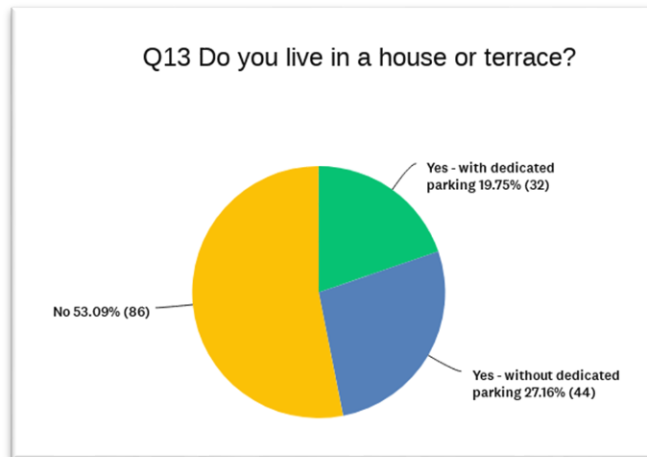
City of Sydney suburbs highlighted

Alexandria – 5	Annandale – 2	Ashfield – 1	Ballina - 1
Balmain – 3	Beaconsfield – 2	Bondi Beach – 1	Bondi Junction – 1
Botany – 1	Camperdown – 4	Campsie – 1	Canterbury – 1
Casula – 1	Centennial Park – 1	Chippendale – 3	Concord – 1
Coogee – 2	Crows Nest – 1	Croydon – 1	Darlinghurst – 2
Darlington – 2	Dawes Point – 1	Drummoyne – 1	Dulwich Hill – 2
East Ryde – 1	Eastlakes – 1	Elizabeth Bay – 2	Enmore – 2
Epping – 1	Erskineville – 8	Forest Lodge – 5	Gladesville – 1
Glebe – 8	Haymarket – 1	Kingsford – 1	Macquarie Park – 1
Maroubra – 1	Marrickville – 2	Matraville – 1	Mortlake – 1
Newtown - 6	Northbridge – 1	Paddington – 8	Pagewood – 1
Palm Beach – 1	Potts Point – 5	Putney – 1	Pymont – 11
Randwick – 3	Redfern – 5	Rozelle – 1	Rushcutters Bay – 1
Stanmore – 1	Strathfield – 1	Surry Hills – 7	Sydney – 5
The Rocks – 2	Ultimo – 5	Voyager Point – 1	Waterloo – 4
Wentworth Point – 1	Wentworthville – 1	Wolli Creek – 1	Woolloomooloo – 1
Zetland – 6	No response - 12		

Do you live in an apartment building?



Do you live in a house or terrace?



There was a good mix of respondents from different housing stock

Subjects/issues raised in submissions

Several subjects/topics were raised in the feedback received. These were presented as concerns, suggestions and/or requests and are summarised below.

Issue	City of Sydney Response
<p>Vehicles are quiet and create risk</p> <p>The relatively low noise of electric vehicles makes them more risky for people with disabilities, especially those with impaired vision</p>	<p>Agree. The City notes that the Australian Government’s discussion paper on electric vehicle standards identifies this potential risk and will address it when proposed standards are released later in 2023. The Strategy and Action Plan are updated to acknowledge this.</p>
<p>Charging</p> <p>Public charging should use renewables</p>	<p>Agree. Reflected in Strategy and Action Plan.</p>
<p>Public charging</p> <p>Acknowledge role of public charging in building “confidence”</p>	<p>The Strategy and Action Plan outline the role of public charging, notwithstanding its relatively low influence in electric vehicle ownership</p>
<p>Fast on-street charging</p> <p>There should be fast on--street charging to support equity. It could be free to use.</p>	<p>The City supports the NSW Government’s fast charging network, it provides off-street fast charging in easily accessible locations, including Alexandria and Eveleigh South.</p> <p>The City’s general position is that public charging should be a commercial arrangement between providers and vehicle drivers.</p>
<p>Public land for charging</p> <p>The City should advocate for or provide public land for charging</p>	<p>Not supported. There is a large supply of private land available for the private sector to develop commercial public charging options. Existing service stations are one example.</p>
<p>Point to point vehicles (such as taxis) should charge at ranks</p>	<p>Not supported. Taxi ranks in the City are designed for short stay occupation and high turnover.</p> <p>Fast charging options such as the NSW Government’s sites are likely to be the suitable options for taxi and point to point vehicles. The City expects other commercial options to develop to take advantage of</p>

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

	the charging (and broader vehicle and driver) needs of these fleets.
<p>Future public and fast charging demand</p> <p>The Strategy and Action Plan underestimate the likely future demand for public charging including fast charging.</p>	<p>Not agreed. The Strategy and Action Plan’s accompanying Technical Report outlines the assumptions behind the City’s estimate of public charging demand, which are based on the City’s demographics and its off-street private options.</p> <p>However the City’s estimate is not a cap nor does it directly influence decisions to proceed with or oppose specific charging proposals.</p> <p>The market will be able to provide as much public charging as it thinks can be commercially sustainable (and that the energy grid can support.)</p> <p>The City has clarified this in the Strategy and Action Plan.</p>
<p>Charging for commuters</p> <p>The City should provide charging options for people commuting into the LGA</p>	<p>Not supported. The City discourages private vehicle trips to the LGA where possible. These drivers can charge at home or depot or their workplace, or at off-street public charging. For private fleets, this can be in car parks.</p> <p>The City supports the need for charging for high value fleets such as freight but this is best served in other locations given the lack of long-stay parking on-street.</p>
<p>Car share fleet transition</p> <p>2030 date for 100% EV fleet should be conditional based on factors such as charging availability and vehicle price parity</p>	<p>Not supported. The Car Sharing Policy has always mandated a cleaner fleet than the overall fleet, without any caveats or conditions. The selection of a date in the 2030s reflects the complexity in the transition.</p> <p>Proposed changes to vehicle standards make the achievement of relative price parity for electric vehicles in the late 2020s more likely.</p> <p>There should be no linkage to the proven availability of charging options. The sector has always faced the issue of “fuelling” its fleet. It is reasonable to assume that by 2030 there will be sufficient charging solutions to avoid major cost impositions to members., or sufficient recurrent cost savings to offset these.</p> <p>The specific requirement will be included in the Car Sharing Policy, due for updating later in 2023.</p>
<p>Car share charging</p> <p>Strategy should suggest there be trials of on-street charging eg via Ausgrid poles</p>	<p>Agree. Strategy updated to include potential for this, subject to further investigation of specific sites.</p>
<p>Road user pricing and car share</p> <p>Car share vehicles should be exempt from schemes such as</p>	<p>Noted. The NSW Government would be responsible for the design of any scheme. The City supports reduction of vehicle emissions but also notes the space inefficiency and impact on congestion of car share vehicles accessing the city centre.</p>

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

a low emissions zone in the city centre	
<p>The grid</p> <p>Emissions reductions are maximised when electric vehicles use 100% renewable energy</p>	Recognised in Strategy and Action Plan.
<p>Life cycle emissions</p> <p>Support for electrification of private vehicles could increase overall emissions</p>	Not agreed. The Strategy and Action Plan is updated to include data relating to the life-cycle emissions.
<p>Net Zero emissions by 2035</p> <p>Bring forward Net Zero/fleet targets</p>	<p>Not supported. The City supports Net Zero by 2035 and the transport sector will face significant challenges meeting that deadline.</p> <p>Dates in the Strategy (e.g. when discussing 100% of fleet sales) are not targets per se, rather they are inputs into the City's Strategy.</p>
<p>Industry needs support</p> <p>Work with mechanics to build business and technical skills for the transition</p>	Not identified as a barrier to the transition. Already businesses in inner Sydney offering these services.
<p>Optimising public charging</p> <p>Adopt the optimised charger and aim for more public chargers soon</p>	The primary source of the public charging will be commercial entities. The City will not be capping the amount of public charging. The NSW Government fast charging program will provide additional public charging in the immediate future.
<p>City fleet electrification</p> <p>Full City fleet electrification by 2030</p>	Noted. The Strategy and Action Plan outline the City's intention to electrify its fleet as fast as reasonably possible, while noting the complexities relating to some types of heavy vehicles in its fleet.
<p>Public charging in areas such as Newtown</p> <p>The City should provide or encourage public charging in suburbs such as Newtown</p>	Agree. The Strategy and Action Plan outline the importance of public charging for people in suburbs such as Newtown. The City is addressing this in further planning of trials such as the pole-based charging trial. the NSW Government's Fast Charging facilities in Eveleigh South will also provide a solution.
<p>Off-street charging</p> <p>Power point charging in all residents with off-street parking</p>	Agree in-principle. The City's deep dive strata research project will explore the issues relating to this, given such decisions rest with individual buildings.
<p>Mechanisms/incentives to boost EV bicycle uptake</p>	Agree. The Strategy and Action Plan documents the City's position that government programs such as incentives and subsidies should extend to options such as bicycles. The City is not in a position to fund this concept.
<p>Complete bicycle network ASAP to reduce emissions</p>	Noted. The detail of the cycleway network implementation is outside the scope of the Strategy and Action Plan, however it recognises the importance of cycling to emissions reduction.

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

<p>Limited options in some locations</p> <p>Terrace areas such as Millers Point have little to no off-street parking and few if any opportunities for public charging</p>	<p>The Strategy and Action Plan acknowledges this. The City is considering the needs of these areas in its development of approaches such as pole-based charging trials.</p>
<p>The City's leadership role</p> <p>The City should do more early heavy lifting such as providing public charging to drive the transition, or supporting point to point and other fleet hubs in the LGA.</p>	<p>Not agreed. The City's Strategy and Action Plan outline the overall approach and explain the City's expectation of the likely growth of public charging, from many sources.</p> <p>The City will consider supplementing public charging system where absolutely required, and has already provided early public charging in car parks and by supporting the Glebe trial of on-street pole-based charging.</p> <p>The City does not wish to promote the city centre and surrounds as a destination for public charging as this will increase motor vehicle trips to these high-value, congested locations.</p> <p>The city accepts the need and opportunity of hubs for fleets but believes the best location for these is further outside the city centre, where land is cheaper. They could be part of fast charging stations (such as South Eveleigh) that become broader e-mobility hubs.</p>
<p>Enabling strata charging is crucial to suburbs such as Pyrmont</p>	<p>Agree. The Strategy and Action Plan reflect this and the City's strata deep-dive research project is expressly designed to maximise the medium-long term charging opportunities in locations such as Pyrmont, as part of a broader approach to electrifying buildings. The City recognises that there are many <u>potential</u> issues but that there is minimal and specific guidance to address these issues and develop potential solutions for buildings as they electrify – this is the key focus of the research.</p>
<p>Reduce car parking rates</p> <p>The City's parking rates in new developments are too high. Car ownership is increasing when it should be reducing.</p>	<p>Not agreed. The City sets maximum parking rates in new development through Sydney LEP 2012. As these are maximum rates, there is no requirement by the City for parking in new development. The maximum rates are set by land use, dwelling size and proximity to transport and other services. For residential development, the rates are typically less than 1 per dwelling.</p> <p>This policy is supported by a blanket restriction on residents of newly built apartment buildings having access to on-street parking permits.</p> <p>The City notes that average household car ownership increased in the 2021 Census, while being still significantly lower than in other areas of Sydney. The City believes that a primary driver for this was the</p>

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

	absence of population elements such as overseas students (due to Covid), making a direct comparison with 2016 Census data complex. However the City is committed to creating a city for walking, cycling and public transport, and reducing overall reliance on private vehicles.
--	---

Appendix 1

Barriers to ownership – “Other reasons” cited:

Cost & lack of public charging points. We want to buy an EV but don't have off-street parking so would rely on public charging.
I would like to replace my internal combustion car with an electric bicycle, but the switch would be more attractive with a subsidy
I don't drive enough so that there is a benefit in terms of CO2 emissions. Also electricity is mainly produced through coal and gas in NSW.
My household currently uses a carshare EV but don't own one. If carshare was 100% electric, then I would use 100% electric. Incentives to help carshare fleet become electric would be great (as well as providing parking for them, to encourage people to give up their own vehicle).
I own an electric bicycle and would use this instead of a car
Electrify carshare providers
I think it is wasteful to get rid of a car that works fine to replace it with and electric vehicle. Next car will be a hybrid at least.
Once our current vehicle has run its course we will never another.
E-bikes all the way - better cycling infrastructure please!
Currently don't drive often enough to justify the expense of a new car - we reduce our emissions by walking, cycling and using public transport.
Rarely use the vehicle these days, preferring to cycle, walk and use public transport. Not sure if another vehicle will be needed in the future.
No car space at home to charge car
Prefer to cycle, better for physical and mental health and the environment.
I will run down this car and not buy another one.
I am waiting for more hydrogen vehicle options
It's too dangerous to be on the street
Difficulty to install private chargers in strata
We own a classic car, and unfortunately we will not be trading it in for any other vehicle! However, we only use it about once a week.
They are unsafe and do more damage to the environment than existing cars.

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

I live in a complex of units and the strata is against having EV chargers in the building
I live in a unit block and the cost to install charging stations is ridiculous. Followed by the cost of electric vehicles followed by the range per charge and then last is the availability of functioning effective and cheap public charging stations
I have recently ordered a full electric vehicle
The dangers associated with electric vehicles has deliberately been ignored and the cost and inconvenience caused by them has been largely overlooked
Length of the usable life of the Battery. Not the first year's charge, but 4 years later - will it hold a charge.
Both affordability and not enough public charging points as I don't have off street parking
I park on the street and have nowhere to wash it, so I would pay for a nice new car and it would get damaged because I can't wash it. Have more self-service car wash areas so we can maintain the car.
Current combustion engine vehicle works so I continue to use it, not drive demand for another vehicle. When it reaches end of life, I'll explore the market options for an EV or hybrid vehicle
We wanted to buy a hybrid but the waiting time was so long that we couldn't wait. We didn't consider an EV at the moment because of a lack of charging options
The rapid redundancy of the technology and consumable waste of a vehicle that will quickly become obsolete due to advances in technology. The no renewable lithium batteries and the extensive plastic use in these vehicles.
Charging at home in a strata plan

If you currently use an electric vehicle, what is your biggest challenge using your electric vehicle in the City of Sydney?

Traffic and congestion.
Our electric vehicles are e-bikes. The greatest challenge is aggressive drivers. Second greatest is streets cluttered by parking. Need more car free streets
Not enough charging stations and the existing strata by-law which does not support installation of private charging even if user was to pay all costs. Government should support EV in older buildings

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

Given I have off street parking, then no challenges for me. However many of my friends and neighbours who do not have off street parking are not interested in an EV given the difficulty of charging. I think the City should rethink the on street charging plan - yes protect public spaces - but look at more destination charging options such as EVX (I'm not affiliated in any way, using them as an example). Having owned an EV for over 12 months, I rarely use a fast charger because home charging / overnight charging is the most convenient form, thus we need more publicly available destination/ slow / AC charging where a vehicle can charge overnight (need to move away from the petrol "refuel" mentality where you have a weekly activity to go get fuel)

Parking

My needs are well serviced because I have garaging with power available. Many inner city dwellings are without access to a power point for trickle charging of EV. On street charging and exclusive parking for EV whilst they charge is needed.

1. Secure parking at home (I have to keep it on our apartment balcony).
2. Secure parking at work and other destinations.
3. Lack of public charging stations (I usually charge the battery at home, but it would be nice to have charging options when away from home).
4. Too many missing links in the cycling network.
5. Too many traffic signals.
6. Long waits at traffic signals.
7. Aggressive, impatient drivers.
8. Inaccessible train stations.

I do not have off street parking. I rely on public charging. Over time this is becoming more difficult and competitive. Without improving this (with widely available destination chargers) the segment of the population without off street parking will not adopt EVs. I've already actively pushed this position. So far it's all talk and no action.

I don't have a problem because I can charge at home, but your assumption that most people will be able to do that is incorrect. Existing apartment blocks will find it hard (for several technical reasons) to provide at-home charging for Residents so your emphasis of on-street charging to be largely for commercial and public transport vehicles is incorrect. It is necessary to provide a more widespread on-street fast-charging network throughout the city. Whereas some of this will be done by private enterprise, the city government needs to take a stronger hand in making this happen

I have an EV Nissan with low range so I need to charge regularly. I live in Darlinghurst with no off-street parking so I rely on public charging. I have real problems trying to find local, easy and fast charging places. It is a problem charging in Car Parks like King Cross - it seems unreasonable to pay for parking, when it is not a fast-charging station (there is one hour free parking, but this will only give about 10% charge). So I will often go to Paddington (Woollahra Council) where I can charge overnight or for a few hours at no extra cost. I do not support having to pay for parking on top of charging. I strongly suggest many more EV charging spaces around residential areas. In the same way people have become used to Go-Get etc, they will get used to EV space. In the past few months EV charging has become more difficult, as more people are becoming EV owners. Lastly, when you say people should charge where they "currently refuel or where they park". If you live in a dense urban area, like Darlinghurst, I park on the street so if that's the suggestion that is good, and please anticipate the forthcoming fast growth in EV owners. Lastly, fast chargers at local

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

petrol stations seems like a good idea but please understand the difference between the different charging speeds. Thanks

Lack of off-street parking means we cannot charge at home.

Apartment charging and street charging.

Access to reliable fast charging

Availability of public charging stations in shopping centres.

Publicly accessible charging near home as I do not have off street parking.

Not being able to charge it at home. We live in a complex developed 6 years ago with no infrastructure supporting EV ownership.

Finding recharging stations away from home.

Charging stations, you often get a charging place with 1,2 or 3 chargers but all are in use and the wait is long

Biggest challenge in my EV is avoiding collisions with tradie utes driven in anti-social, dangerous ways in the CBD, Redfern and towards the airport. Pedestrians and cyclists don't have a chance. Get some red light and speeding enforcement happening. You'd make a fortune in penalties in Bathurst Street alone. And some car parking with charging facilities would be good too (eg Domain car park).

Finding chargers. Charging at destination is very convenient - for example, Marrickville metro or Broadway. However, with increasing popularity of EVs it is getting harder and harder to find available charging facilities. Often, petrol cars have taken the available charging spaces or in the case of Broadway, the ones that are for everyone are taken by teslas and the Tesla specific chargers are empty (because they are pay to charge). More easily accessible charging facilities in places like Sydney Park, where people are likely to go for an hour or so would help facilitate uptake.

No charging facility in my apartment block. Not having enough public charging stations to use.

Charging options. I'm thankful that my workplace in Green Square has charging on site for employees, but it would be good to see more on street parking charging options (e.g. the lamp post mounted options), as well as in council car parks. They should feature things like 'idle fees' to ensure the turnover of cars which need to charge and ensure they don't stay there for much longer than they need to charge.

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

The apartment building we live in does not have any charging options at all, not even a power point so it's real inconvenient not being able to charge at home (Pymont). Going on holidays - we have to limit the time we are away so battery doesn't go flat!! The Government should mandate all strata buildings to put in EV charging.

On street charging. Many people do not have off street parking at home so on-street charging is CRITICAL to get citizens in CoS to switch to an EV. Many people in our area own a petrol car and can't get an EV because of no charging on-street near their home. This is a large issue for people in the area. Limiting charging to off-street and parking-lots is NAIVE. CoS is being left behind by surrounding councils. People want to charge their cars within 5 mins walk of their home, not in some distant parking lot. There are great options for low visibility chargers for EVs. <https://www.carsales.com.au/editorial/details/now-you-can-charge-your-ev-from-the-footpath-131936/> There are chargers that also offer great revenue opportunities for council as well. <https://jolt.com.au/> Why not do this instead of all those advertising displays you have installed all over the city?

Lack of charging spaces. We live in an apartment block with no charger. It is too expensive to have one installed privately. There are some chargers around but with the increased uptake of EVs, it's becoming incredibly difficult to charge

Additional feedback

I currently own an electric cargo bike. E-bike subsidies, secure bike parking spots with charging (especially for those living in apartments and at train stations - I used to live in an apartment with no bike parking and my previous bike got stolen) and focussing on electrifying vehicles such as busses and garbage trucks would be great

Can the on-street recharging units also include a pedestrian footpath light, to improve visibility on footpaths particularly under tree canopies

Electrifying fleets of vehicles is a mixed good.

EVs are still cars/trucks/buses likely to kill. Carrying batteries makes them heavier yet. So, electrification should come with the use of smaller and lighter vehicles too. Let's not forget that buses can have overhead wiring.

Please promote a program for businesses and residents to switch from using a car to using an e-bike.

A number of city businesses could operate with electric cargo bikes, or share bike memberships for employees, instead of using a car (ICE or electric). Subsidies or a free trial or an education program would help. More at <https://www.forbes.com/sites/danieladelorenzo/2022/01/11/how-cargo-bikes-can-change-cities-and-local-food-supply-chains-for-the-better/?sh=1a5b377729f4>

Worried about charging - I wouldn't be able to charge at home, although price is a big thing. I see a lot of chargers, but they are very slow. Some good ones in other suburbs outside of Sydney, but it's no use having them so far away. They need to be in the LGA.

Why isn't there more questions about cycling or electric bicycles?

Take up of EV charging in apartments could be encourage & the process made simpler

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

While electric vehicles appear to be the best option, currently, they do leave a question mark regarding the replacement of batteries and how they may be recycled in the future. I think we all hope that over time this will become a non-issue. Until then, I would hope and trust the council would continue to evaluate the current and emerging technology and not solely be wedded to electric vehicles.

Including EV charging requirements in new developments is a way to increase costs for new builds and discourage more supply in our city. We should reduce parking minimums, in general, to discourage driving and cheapen development.

While electrification is important, the biggest impact will be helping people give up driving and car ownership. Support for excellent walking, bike riding and public transport options, plus support for car share schemes could make a much bigger difference than just electrifying the existing vehicle fleet of Sydney.

My family of 4 adults don't own a car but use GoGet 4- 5 times every year and try to book an electric car. But generally not yet available and cannot always get a hybrid as second best. Otherwise we walk, ride a bike, or use public transport

Love the focus of electrification but would also love even more the targeting and uplifting of non-car based options. These cycle paths rock.

Overall I'm in favour of the key action areas, however I was disappointed in the lack of a detailed plan to electrify car share fleets. As someone who does occasionally need a car but doesn't own one, I make use of car share, and there are essentially no EV options available in the area. I think the city could be doing more to incentivise car share providers to start rolling out EVs where it makes sense right now, so there are at least some options available. A number of car share vehicles are based in apartment building basements already where chargers could be installed, so I don't understand why we wouldn't replace those with EVs which could be charged each night.

This is great. I love the quietness of journeys on electric buses, plus the prospect of not having to breathe fumes or hear engines whilst walking/cycling.

80% of my trips from Bondi to the inner west and CBD for work is by bicycle. Trips that are further away I drive.

City of Sydney policies and works are making it easy to choose active transport in preference to driving.

A ban on vehicles in larger parts of the city would benefit. Adopting sponsorship from renewable companies that have the capacity to do so would be a great change for large events.

Thank you for supporting sustainable transport options and a better future

it's so important to avoid 'cables on footpaths' or 'charging stations intruding on footpaths', we see this in cities and it's really bad for walking.

The electrification strategy must include. e-bicycle and micro mobility. Kerb side should for charging should only be available if there is adequate walking and cycling space. Walking and cycling space must be consider first before reallocating kerb space for charging cars.

Public Charging infrastructure for those without off street parking is critical.

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

1. As well as reducing greenhouse emissions from motor vehicle use, the Strategy and Action plan should also aim to reduce motor vehicle ownership and dependence - electric motor vehicles still create noise pollution, kill/injure people and children, deter people from walking and cycling, consume vast amounts of public space, and generate significant non-exhaust air toxin emissions (tyre dust etc). The manufacture, transport and disposal of electric motor vehicles and their batteries also generates greenhouse and air toxic emissions, in addition to the well-documented human rights abuses. The Strategy and Action Plan does not even acknowledge these lifecycle emissions/impacts. 2. Motor vehicle ownership in the City of Sydney increased by 7 percentage points between the 2016 and 2021 Censuses. In just 20 years, the number of private motor vehicles in the City of Sydney has doubled! 3. The main driving force behind this unsustainable increase in motor vehicle ownership (and associated traffic generation) is the ongoing construction of vast car parking garages under new apartment buildings. All this underground parking construction has been costly, adding about \$100,000 to the price of an apartment and compounding the housing affordability crisis. 4. If the City of Sydney were serious about reducing transport lifecycle emissions and other impacts (covering vehicle manufacture, use and disposal), it would cap or reduce the number of public and private parking spaces in the city. For the minority of residents who genuinely need to own a motor vehicle, there is already an abundant number of dwellings with dedicated parking. What will the City's streets look like if the number of vehicles doubles again in the next 20 years? 5. It is disappointing that the Strategy and Action Plan does not include any actions to make it easier to charge electric micromobility vehicles. Newer apartment and office buildings do provide secure bicycle parking, but power outlets are not always provided. 6. The Strategy and Action Plan should use stronger language about public domain impacts. I.e., charging infrastructure for electric motor vehicles should not take any space from footpaths or bicycle paths. Ideally, it should be located in existing car parking spaces/lanes. 7. I have answered below that we live in an apartment with dedicated parking. I would like to clarify that this is a car parking space, which we do not need/use. Our apartment does not have dedicated bicycle parking for our electric bicycles.

Electric vehicles are not the only option. Gas and hydrogen anyone?

If people want to own electrical vehicles, then they should have the own garages to fuel up. Others shouldn't lose car spaces on streets, just for a handful of people... With the price of power going up, it will be more in the long run. How about all the emissions the electricity generates?? No one has brought that up.

They do not work. They are inconvenient.

Please increase parking for electric motorcycles. Please have all last mile delivery vans electric. Please allow importation of the carver. Please manufacture solar cars in Australia. Please retrofit buses with solar to run the AC

All new apartment blocks should be required to include vehicle charging stations. Subsidies should be considered to assist existing apartment blocks install charging facilities. In London (e.g. in Bayswater/Paddington), kerb-side charging points are provided with EV-only car parking adjacent (a bit like the dedicated car share parking bays in CoS. This is a great idea.

I also have a problem with your equity statement which says "As electric vehicles are currently very expensive, more affluent people will be the ones who drive most of them.". That is true today but is changing extremely quickly as the worldwide motor industry pivots to EVs. Australia is already behind much of the developed world in terms of EV adoption but that will soon change very fast as prices continue to drop. Do not, therefore, make the assumption that private EVs are only for the rich - That will certainly not be true in a year or two's time and it is incorrect of the city to plan using that assumption. NB. - If it is of interest to you ... I am an early adopter and

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

have owned an EV in Sydney for over 8 years, I helped draft the by-law for EV charging in my strata property and I was heavily involved in the technical aspects of it. Happy to help.

We have just bought a new petrol car because both the limited range of electric cars AND a lack of enough charging stations stops be from purchasing a fully electric vehicle.

We live on Raglan Street Waterloo and the Transport for NSW introduced four years ago transit buses 301, 302 and 303, which became 392 through our street, 120 runs per day, it's hell - our lives have been ruined. We got data under the freedom of information act (please see attached) showing that 80 % of buses are empty - this is the case of carbon on steroids, an abuse of the concept of a beneficial public transport system. They are connecting UNSW with the non-commissioned Waterloo station, mostly for foreign students who already got the light rail built for them. This is over-servicing if overseas markets and destroying lives of local Australians.

I would only ever buy a second-hand car, and I just don't think the market is there yet for second hand electric cars. I do think there should be tolls to enter the city as a non-electric vehicle. It'd be nice if residents were excluded though (it sucks to have to drive through a toll to leave your apartment)

Allow residents to install cable tunnels under public footpaths and nature strips so we can charge our EV's using our own solar feed.

In areas like Paddington NSW, it's hard to find a parking spot near your house. Most houses do not have a garage. In dense population areas there needs to be multiple charging EV in every street.

Kings Cross needs street charging.

While the idea of EV in Sydney and its intentions are good, as it produces no carbon emissions and other pollutants, as well as reduce our reliance on fossil fuels. Few more important considerations are needed to ensure such initiatives do indeed help us reach our carbon goals and reduce pollution. First, do we have plans to produce additional electricity from non-fossil fuel sources? As far as I understand, coal is currently our major source of grid energy, it is no cleaner than gasoline. If we cannot scale up the production of renewable energy at a reasonable cost, the only benefit is in casting the problems somewhere else. Secondly, considering the lithium-based batteries in those EVs, we need to evaluate whether the current lithium-ion batteries are indeed better for the environment. To answer that question, we need to ask: 1. Are we prepared for the safety issues related to high-capacity lithium batteries? This includes fire hazards when a collision or even uneven terrain damages the battery packs, there are examples of Tesla cars catching fire because of this, even one burnt to the bare frame because a flying chip of stone struck the bottom of a car. Indeed, not long ago a fire broke out near Geelong, Vic where lithium caught fire and the smoke contained toxic fumes. Source: <https://www.cnet.com/science/tesla-battery-fire-renewable-energy-plant-australia/> 2. Mining for lithium can have huge environmental impacts, especially in terms of pollution and its enormous water consumption. Now, can we extract lithium sustainably and economically? 3. Will old lithium-ion batteries really be recycled? Currently they cannot be recycled in a cost-effective manner, will we subsidise the collection and recycling of these batteries or will they create another waste problem? This time carrying with them toxic chemical waste? It saddens me to say this, as I am concerned about climate change and environmental issues. But I am only

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

interested in solutions that brings real benefits. And I know this is a long essay of a feedback, and I thank you for considering my views, I hope it helps your planning.

We held help in strata building to be better regarding installing EV chargers in the building and not be just against them. Happy to collaborate and provide the issues that I had and my by-laws was declined

We have two petrol-fuelled cars in our family, but because we live in a unit without parking, and thus park on the street, and because there is such a dearth of public electric vehicle charging facilities in the Eastern Suburbs (and, I suspect, across NSW generally), buying electric vehicles is sadly not an option for us. I would very happily invest extra outlay buying an electric car for the environmental benefits as well as the reduced day-to-day running costs. It is incredibly disappointing that Sydney is so far behind many/most other major Western cities in this regard, and I wholeheartedly support major public investments to ensure a rapid transition to electric public and private transport.

The strategy is a good one!

Overseas experience shows that this form of transport is unsuitable and dangerous

There is little information for strata buildings to economically retrofit EV charging facilities within their buildings

we hope in the long run electric vehicle will be more affordable

I would love for there to be many more options for on street electric vehicle fast charging in my local area, to allow me to charge an electric vehicle close to home

Please have some self-service car wash facilities, for those of us who park on the street, and have no taps out the front of the house. This would make investing in a new car easier, as we can maintain it better.

I own in an apartment building in city of Sydney which I rent out, having lived there for two sustained periods. It has dedicated parking, for my unit, but no visitor parking (strata sold them off). I live in a free-standing home in the Burwood council area now

Australia has been slow to introduce infrastructure for electric and hybrid cars, meaning car manufacturers prioritise other markets so the options here are limited, and expensive. I live in a 70s apartment block with an off-street parking space (not secure) that has no possibility for adding a charger for my car. I need a new car and am keen to get an electric or hybrid but the circumstances do not support this, it's really frustrating!

most important are electric buses that don't emit noxious gases into the faces and noses of pedestrians and bicycle riders.

1. Your premise of increase use of cycling is incorrect. It should be clear by now that bike riding is not a preferred transportation for Sydney riders. Cycle paths are severely underutilised and causes increase vehicle emissions due to stop start traffic. 2. EVs are great but unaffordable for many. The strategy needs to be progressive. 3. European cities offer a model for charging ... trickle charging from 220-240V to fast charging at dedicated places - open shopping centres, car parks. And let's not forget the light poles ... check Teddington in London. 4. Underground charging does pose a risk, albeit small, when an EV experiences thermal runaway using lithium type batteries. How will the council manage this fire hazard at residential and commercial places? (Existing sprinkler systems won't do.)

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

Electric public service vehicles (bus, garbage trucks etc...) Is a fantastic idea and should be implemented asap, as a resident noise is just as a concern as emissions for me and my family) I have a concern city of Sydney will charge residents who have the right for a parking permit a fee for owning combustion engine cars. I don't think this is fare and hope this will not happen as not everyone can afford electric or a new car (combustion or electric).

"Private vehicles, but now they're electric!" is not a winner, focus on reducing and eliminating private car ownership in general. Especially here in the City of Sydney, road vehicles need only be for public transport and deliveries to businesses. There should be a large congestion charge. There should be a sinking cap on the number of parking permits. Parking spaces should be replaced with trees and on-street dining and cycle ways.

I strongly support Sydney Buses switching all their buses to being electric. I have hired a EV quite a number of times and have been pleasantly surprised at how good they are, and how easy it is to get used to charging them rather than buying petrol. I think it is wonderful that they do not emit any carbon dioxide, and to those who say that instead we are burning coal to produce electricity to charge them, well come on everyone, put solar panels on your roofs.

I would like our building strata committee to be educated on in building charging options.

Good to see a strategy in place for the transition.

Great initiative. Thank you. Get the Inner West Council on board too - or better still take over council administration the BALMAIN Peninsula please. The White Bay project is a natural link!

I like the city to focus on electric buses and getting EV chargers into existing older apartments.

Existing strata plans need to implement EV charging

Love the plan - more separated cycle ways, cheaper EVs, especially love the idea of chargers on power polls to enable people in the CoS area without car spaces to charge where they live. Keep going thanks

I live in older strata. We need help to install charging facilities both in strata law and in cost-effective technological solutions.

I commute from South Western Sydney (2172) where thankfully I am able to charge at home. I work in Green Square (2015) several days a week, where I am thankful I have charging options at my workplace. I would love to see more options nearby on the street, for charging, or other benefits for EVs to encourage more people to go EV instead of petrol.

As mentioned all strata buildings should have a mandate to retro fit EV charging or at the least allow any owner to install a standard power point at their car space. Some owners living in the same building are keen to switch to EV but are put off by the lack of infrastructure. We are still waiting for the Owner's Corporation to meet and advise. A Government subsidy would definitely assist here and ensure a speedy transition.

The strategy should focus on EV charging where people park cars for long periods of time - i.e. at home - given charging takes hours. The focus on destination charging is disappointing, as it will not make EV ownership any easier for those that do not have off Street parking - charging a car for 5 minutes while you grab a coffee is not going to get you anywhere near a full charge. More on Street public chargers on every residential street is needed. Not other chargers are needed, not at work, not at destinations, not in public car parks. I fear this policy will further reinforce the barriers to EV adoption, not improve them.

Engagement report –
draft Electrification of Transport in the City Strategy and Action Plan

Advocating for fees which discourage driving disproportionately affect those with family out of Sydney - EV driving is preferable to air travel for zero emissions. Not to mention public transport in Sydney is so bad in parts driving is non-negotiable, particularly with kids. The strategy isn't clear in terms of how it will help residents in existing apartment blocks. Advocating isn't enough + CoS can do more than that. Subsidising feasibility studies won't help - strata either won't take it up or will say it's too expensive. People won't want to pay for installation of chargers through strata fees if they don't have an EV. Chargers themselves need to be subsidised, especially if you don't want to install public chargers (which it seems like you don't want to do from this strategy). There's also absolutely no reason why chargers can't be introduced into public places, particularly car parks at local parks (e.g. car park at Sydney Park) - people visit those parks for a significant portion of time which allows for charging. The on-street chargers can be relatively small and inconspicuous now. There's no recognition that charging a car is a very different proposition to filling a car with fuel - there's a reason charging at a location is popular. Leveraging off existing service stations won't work because charging takes time that filling a car with fuel doesn't. The strategy should be looking at public places (see Newcastle where a new charger has been installed on a electricity pole at the beach). There's also no mention of cost - there's no reason CoS charging has to be free but a subsidised cost will help keep charging rates low and encourage uptake. Also no mention of mix of AC or DC chargers and where they're most appropriate. AC chargers require less upkeep - put them in spots where people park for an hour or two (e.g. car parks) and that will work. Also, factor in car park costs - if people have to pay large car park fees plus charging fees, they won't use them.