

28 November 2022

Dear Radek,

Consultation Report: Proposal to Convert One Parking Bay in the Existing Council Carpark Located at 107 Beecroft Road, Beecroft 2119 to designated Electric Vehicle Parking

JOLT is pleased to take this opportunity to provide an overview of the local traffic committee consultation, in which 88.9% of respondents expressed support for the proposal.

JOLT received 27 submissions, including one submission received after the consultation period concluded. Of the 27 submissions received, 24 were in support, 2 were neutral and 1 was opposed to the proposal.

Table 1: Summary of responses received

Position	# of Responses	% of Responses
Support	24	88.9%
Neutral	2	7.4%
Opposed	1	3.7%
Total	27	100%

To make it easier for Council we have provided feedback on the key themes received in Tables 2 and 3. Furthermore, JOLT will provide a separate document with community and stakeholder responses verbatim.

Next Steps

JOLT will continue to work through the list of requirements in the email from Lana Frost dated 14 November 2022. This includes lodging a development application for the signage component, which will be lodged in the next week.

Yours Sincerely



Scott Baynes
Development Manager
JOLT Charge Pty Ltd

Table 2: Feedback on neutral or opposed responses

Theme	What we heard	JOLT's Response
Equality	The proposal gives preference to EV drivers, where EVs are not affordable for the majority.	This proposal provides critical community infrastructure to EV drivers that do not have access to charging infrastructure at home. Furthermore, the proposal will promote EV uptake in Hornsby by reducing key barriers of EV ownership such as cost (via free charging) and range anxiety (through the provision of fast public chargers).
Cost	Are ratepayers responsible for the installation and operation?	This infrastructure will be deployed and maintained at no cost to Council. The free charging component will be fully funded by JOLT.
Turnover	How will the unit be monitored to ensure turnover?	<p>The amended parking controls are critical to deterring occupation by internal combustion engine vehicles. The bay will be clearly marked and signposted as parking while EV charging only to ensure equitable turnover.</p> <p>When a customer's charging session ends but they remain 'plugged in', JOLT charges an 'idle fee'. This is enforced by JOLT to discourage parking when not charging. Furthermore, availability of the charger can be monitored via the JOLT app, with functionality to reserve the charger up for up to 5 minutes prior.</p> <p>Finally, the parking controls will be monitored and enforced by Council's local traffic enforcement officers.</p>

Table 3: Feedback on positive responses **and** requesting further information

Theme	What we heard	JOLT's Response
Visual	Will an additional distribution transformer be required and if so what are the visual implications of this?	No new transformer is required. The proposed EV charger will be installed on an existing pad-mounted substation and presents a small increase in the overall scale of the existing asset.
Speed	How fast will it charge?	The charger speed is 25kw fast DC charger, which typically deliver 7kWh of charge in 15-20 minutes depending on the car. This equates to approximately 40-50km of driving range.
User Fees	Who pays for this?	All customers can receive 7kWh of free charge per day. Customers may choose charge as much as they like, with an amount charged per kWh. The rate is displayed 'in-app' prior to charging.
More chargers	We need more EV charging stations.	The current proposal is for the conversion of one (1) bay however JOLT welcomes the opportunity to explore further locations in collaboration with Council.
More bays	Can the unit charge more than one EV at once?	This proposal is for the conversion of one (1) parking bay. The JOLT charger has the capacity to charge one (1) EV at once. Additional charging bays will require additional chargers, which JOLT welcome the opportunity to discuss further with Council.