

Item 14.**Parking - Electric Vehicle Parking - Birmingham Street, Alexandria****TRIM Container No.: 2026/235597****Recommendations**

It is recommended that the Forum review the allocation of parking on the southern side of Birmingham Street, Alexandria between the points 240.5 metres and 252.5 metres (two car spaces) east of Ellis Avenue as: "2P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – South Sydney PAC
Representative for the Member for Heffron

Advice

Advice will be updated after the meeting.

Background

The City's Electrification of Transport in the City Strategy and Action Plan outlines key actions to support the transition towards achieving net zero emissions in transport, including advocacy and actions within the City's control.

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity.

In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Birmingham Street, Alexandria.

The proposed location has existing electrical infrastructure for the charger installation, and lighting for its safe use. It will support residents without access to off-street parking or off street public electric vehicle charging facilities, and minimises impacts to residents, footpath access, loading and mobility parking.

Comments

The kerb space on the southern side of Birmingham Street, Alexandria east of Ellis Avenue, where the changes are proposed, is currently unrestricted for parking.

The proposed parking changes would allow only electric vehicles to park while charging. This would be permitted for up to two hours of parking between 8am and 8pm, seven days a week. After 8pm electric vehicles can park for longer periods only while charging to allow for full charging.

The proposed EV charging spaces in Birmingham Street meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.
- Have adequate street and footpath lighting to support night time use.

Consultation

The City consulted local residents and businesses in the area. There were 166 letters sent out with one response supporting, four responses opposing and two responses provided feedback on the proposal.

No.	Support / Object / Feedback	Summary of submission	COS Response
1	• Support	• Supports the installation of on-street EV charging facilities to assist residents in units	• Noted

No.	Support / Object / Feedback	Summary of submission	COS Response
		nearby who do not have access to off-street EV charging facilities.	
2	Feedback	Enquired if the EV chargers would be noisy and impact on residential amenity and how the parking restrictions would be enforced.	- The EV chargers are silent and do not emit any noise whilst charging. - City Rangers would patrol the area and infringe EVs that overstay the time limits.
3	Feedback	- Raised concerns about flooding and its impact on the EV chargers. - Loss of on-street parking spaces for residents. - Raised other traffic issues such as noise generated by heavy vehicles in the area.	- Given that the EV chargers are mounted on an electric pole approximately 1.5 metres above the road surface, any flooding in the area is unlikely to affect their operation or cause a safety issues to the community. - Birmingham Street, where the EV charger is located, is within an industrial area predominantly occupied by commercial properties. As a result, the street already accommodates a relatively high volume of heavy vehicle traffic.
4-7	Object	- The four submissions received objecting to the proposal raised concerns about the loss of on-street parking for residents in the area. - One of the submissions requested that the City provide permits for residents.	- The installation of these EV charging aligns with Action 20 of the Electrification of Transport in the City Strategy and Action Plan, which commits to trialling on-street EV charging infrastructure in areas where residents lack access to off-street parking or nearby public charging facilities. - Birmingham Street has been identified as one such location where on-street charging can help meet local demand and support equitable access to EV

No.	Support / Object / Feedback	Summary of submission	COS Response
			charging infrastructure. The trial is targeted to minimise impacts on general parking availability. The City will monitor usage and community feedback throughout the trial to ensure the infrastructure is appropriately balanced with local parking needs. • Parking restrictions in Birmingham Street currently consists predominantly of unrestricted spaces and 2-hour timed (2P) parking. Given that the adjacent properties are residential units whose residents are not eligible for parking permits, reallocating existing parking to permit parking spaces is not warranted.

Financial

Funds are available in the current budget.

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER