

Parliament of Victoria
Legislative Council Economy and Infrastructure Committee
Parliament House, Spring Street
EAST MELBOURNE VIC 3002

To the Economy and Infrastructure Committee,

Subject: Inquiry into Electric Vehicle Charging

Thank you for the opportunity to make a submission to this Inquiry. In 2019, Council installed the first publicly accessible EV charging stations in the municipality. In 2025, we adopted our first [EV charging infrastructure policy](#) to encourage and support the uptake of electric vehicles by developing accessible, sustainable and publicly available EV charging infrastructure across Knox, in line with community needs and climate goals. This includes the opening of eight charging sites in Knox that are made available to the public under a licence agreement with third party Charge Point Operators (CPO) – who built and operate the chargers at no cost to Council.

As a result of this work, Council has identified a barrier that could potentially unlock significant number of potential charging sites across metropolitan Melbourne where the management responsibilities on arterial road reserves are shared between the State and Local Governments.

The Issue:

Councils in metropolitan Melbourne are currently unable to grant licence agreements to Charge Point Operators (CPOs) for the installation and operation of EV charging stations in Council-managed parking bays located on Urban Arterial Road Reserves.

Impact:

Residents in densely populated areas with a high concentration of rental homes and apartments near shopping strips often lack convenient access to nearby EV charging stations. Similarly, small businesses, such as cafés, restaurants and retail shops, are missing out on the economic advantages that come with having charging infrastructure close to their premises.

Background:

Victoria's [arterial road reserves](#) have a different management arrangement depending on whether the road is in a rural municipality or a metropolitan municipality. In Knox, car parks form part of the Arterial Road network (e.g. car parking on service roads) with many of these car parks located in local shopping precincts. Metropolitan councils are responsible for all aspects of these car parks (e.g. line marking, resurfacing, maintenance, parking enforcement, lighting) as per the *Code of Practice: Operational Responsibilities for Roads* ([p21 – 29](#)) except for the power to licence out parking bays to a third party (e.g. for the purposes of operating an EV charging station).



It is estimated around 500 car parking bays are within these planning Transport 2 Zones in Knox. Examples where nearly 100% of the car parking bays are in these Transport 2 Zones are the Burwood Terrace Shops (See: [Streetview](#)) and Studfield Shops (See: [Streetview](#)). Other Knox specific examples include:

- Knoxfield Shops: <https://maps.app.goo.gl/eedpGs2edeY4DgZT6>
- Part of Mountain Gate Shopping Centre: <https://maps.app.goo.gl/exaqpBMctqtjVZz46>
- Part of Wantirna Mall: <https://maps.app.goo.gl/kT4pJsxSQAkG62qm9>

Council's recent experience with these types of arrangements shows that car parks on Arterial Road Reserves are off limits for CPOs to operate a charger from, with the Department of Transport and Planning (DTP) advising Council that under the Road Management Act (Clause 9) only the Head of Transport for Victoria has the leasing and licencing power.

This excludes Council from considering these car parks (on Arterial Road Reserves) for future EV charging stations – a missed opportunity, which not only supports the provision of EV infrastructure in highly accessible locations but also promotes local economic activity in local shopping centres.

Possible solutions:

- That DTP transfer the licencing function to Councils with the consent of the Head of Transport for Victoria, enabling Councils to increase the number of EV charging stations at these sites.
- That DTP consider a licence directly with a CPO (similar arrangements currently exist with bus shelters with advertising).
- Changes to relevant legislations to enable Councils the power to licence such car parks on urban Arterial Road Reserves.

We thank the Committee for the chance to provide input into this Inquiry. Should you have any questions regarding this submission, please contact [REDACTED]

We look forward to the Committee's findings.

Yours sincerely,

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Manager City Futures

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