A Guide for Making Your Town
EV Friendly

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Final April 2025

This resource was developed by the Mid North Coast Joint Organisation and the Far North West Joint Organisation with funding from the NSW Government.

NSW GOVERNMENT

FAR NORTH WEST JOINT ORGANISATION

Mid North Coast Joint Organisation mncjo

Contents

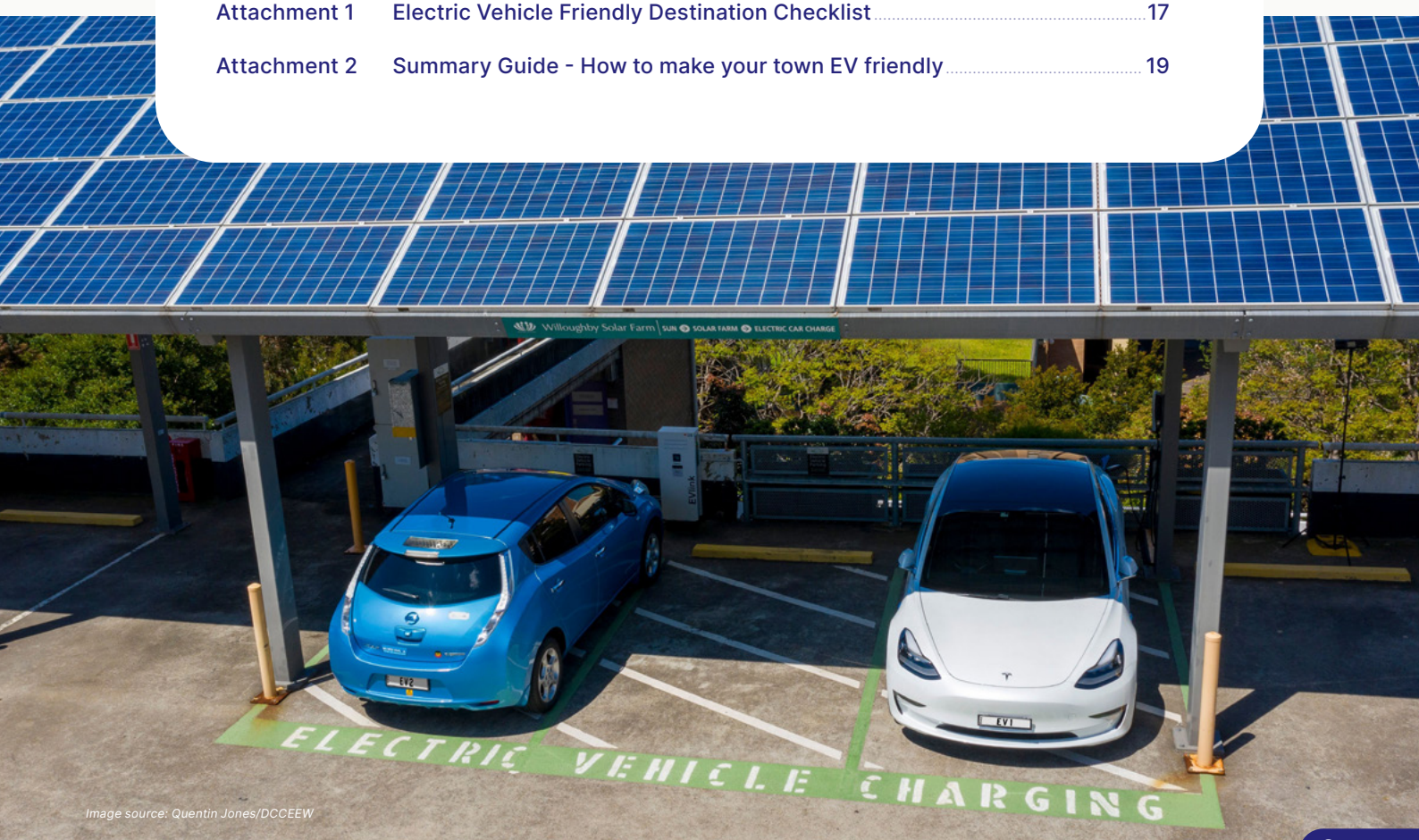

Image source: Quentin Jones/DCCEEW

1. Overview

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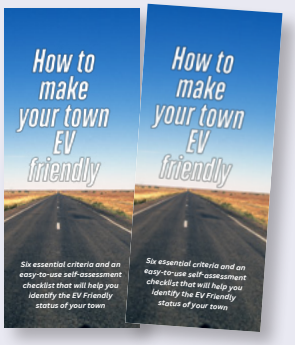
The Mid North Coast Joint Organisation (MNCJO) and the Far North West Joint Organisation (FNWJO) are two of nine JOs across regional NSW participating in the Joint Organisations Net Zero Acceleration (JONZA) Program which is funded by the NSW Government. The aim of the project is to provide support to local government to assist them in contributing to achieving the State's Net Zero targets of 50 per cent reduction in greenhouse gas (GHG) emissions by 2030, 70 per cent by 2035 and Net Zero emissions by 2050.

This project also builds capacity within the Council teams to increase their awareness of energy and emissions reduction pathways and to progress the uptake of Electric Vehicles (EV) and the installation of EV charging infrastructure (EVCI) across regional NSW through the delivery of priority projects.

The MNCJO and the FNWJO have worked together to deliver two of the projects identified under the JONZA -EV funding *Priority 2 - Resource to Progress EV vehicles and infrastructure in their regions*, namely:

Image source: AdobeStock

Develop framework for what constitutes an EV friendly town; and



Develop promotional material around their region being EV friendly

This guide was designed to assist local government organisations to prepare for the increased number of EVs within their regions or travelling to their regions. The Electric Vehicle Friendly Destination Checklist included in Attachment 1 was designed as a self-assessment checklist for Councils to identify the EV friendly status of their towns.

1.1 Background

The transport sector is the third largest emitter of greenhouse gas (GHG) emissions in Australia accounting for 21% of total emissions in 2023 (DCCEEW, 2023). The electrification of vehicles is a key factor in the strategy to reduce road transport emissions and part of the Australian and NSW Governments' strategies to achieve Net Zero by 2050. The sale of electric vehicles (EVs) in Australia has grown from less than 1% of new car sales in 2020 to 8.4% during 2023 and 9.5% during 2024 (NRMA, 2024 and Electric Vehicle Council, 2025) – see Figure 1 . The Electric Vehicle Council (EVC) indicated that if the trend in new EV sales continues then it is expected that total new EV sales will reach at least 15-19% in 2026 (Electric Vehicle Council, 2025).

NEW CAR SALES

2020 **1%**

2023 **8.4%**

2024 **9.5%**

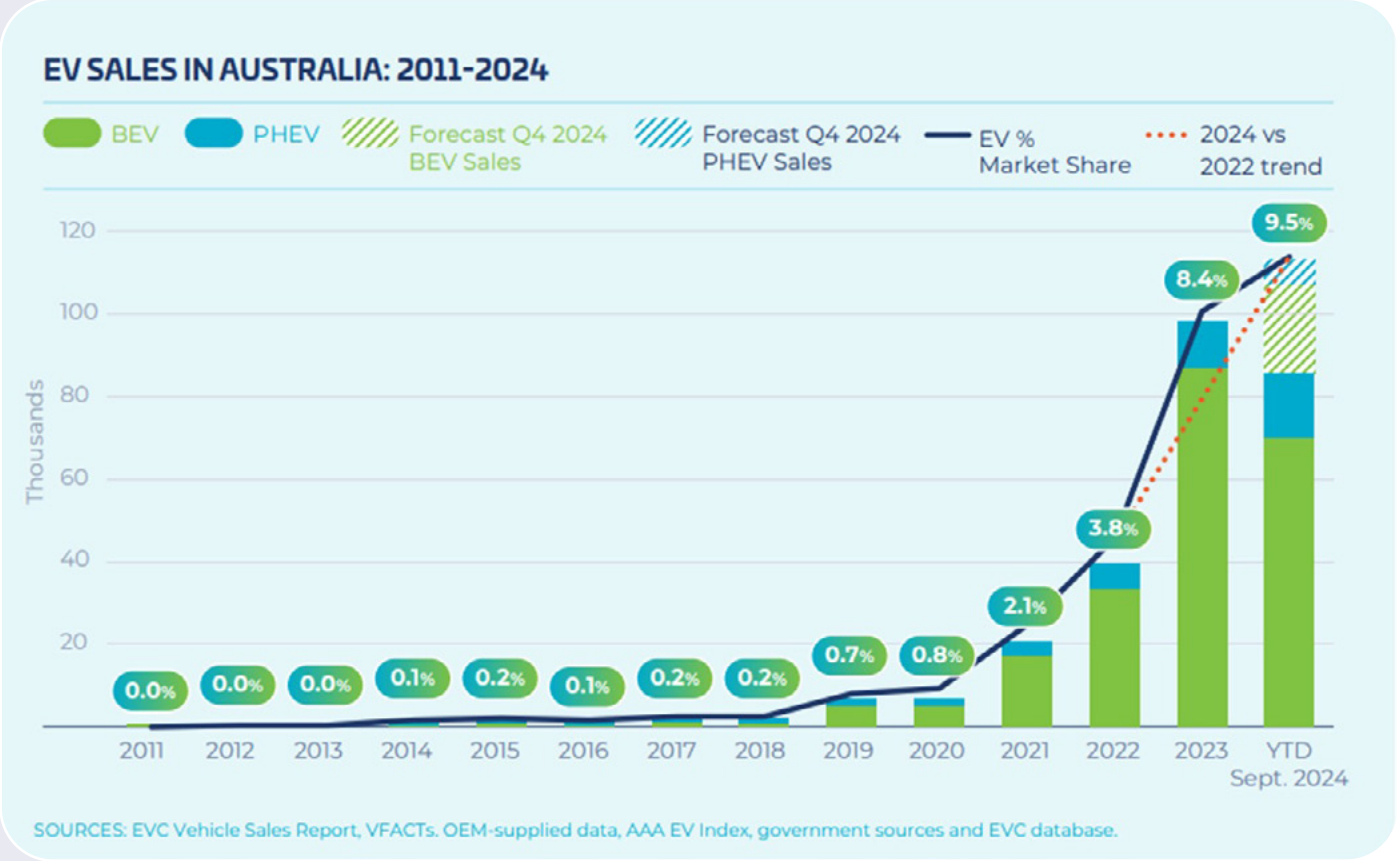


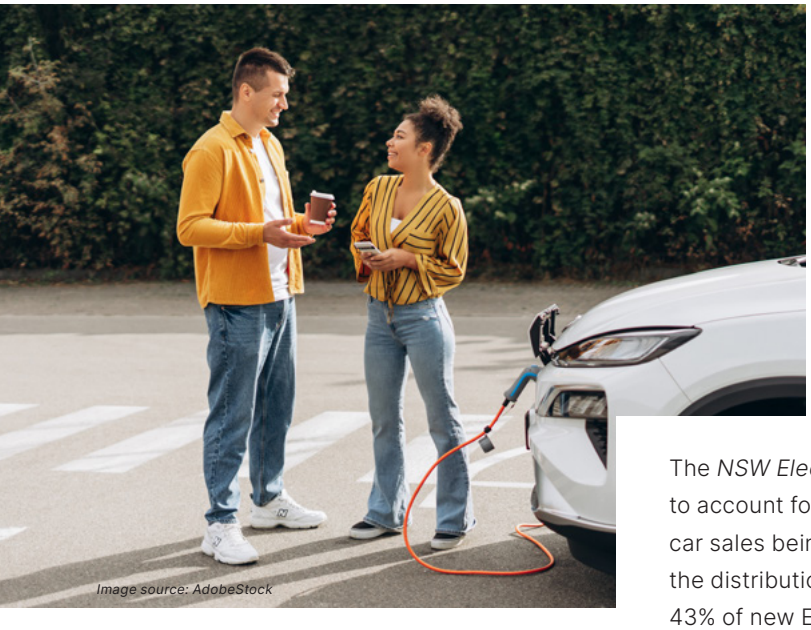
Figure 1 EV Sales in Australia 2011-2024 (Electric Vehicle Council 2025)

Hesitancy to switch to EV:

Driving Range | Charging Times

NRMA Insurance has undertaken a review of the current EV market and has reported on insights into Australian attitudes towards EVs, along with the key opportunities and barriers in the EV sector. The report identified that "driving range (54%) and charging times (53%) are among the most common reasons Australians are hesitant to switch to EVs" (NRMA, 2024).

One of the recommendations of the report is to provide clearer information about the locations of charging stations and the associated costs of charging to simplify the process for travellers or potential travellers and alleviate range anxiety.



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This EV Friendly Town Framework aims to assist local communities and businesses in outlining what constitutes an EV friendly town and how they can provide the appropriate level of information to EV travellers to ensure that they continue to visit their region, by addressing their range anxiety and ensuring their visitor experience is enhanced.

The *NSW Electric Vehicle Strategy* (2021) identified that EVs are expected to account for 52% of new car sales by 2030-31, with the aim for most new car sales being EVs by 2035. The Electric Vehicle Council estimated that the distribution of sales of new EVs across Australia was that approximately 43% of new EVs were sold in Outer Metropolitan Areas, 39% were in Inner Metropolitan Areas and the remaining 18% were in regional and rural areas (Electric Vehicle Council, 2024).

As at 24/02/2025 there were 75,505 passenger battery electric vehicles (BEV) registered in NSW from a total of 4,662,849 registered passenger vehicles in NSW (Transport NSW website, 24/02/2025). Whilst this represents <2% of total registered vehicles, the sales of new EVs in NSW reached 9.73% in December 2024 (Transport for NSW, 2025) showing a growing trend of people transitioning to new electric vehicles in NSW. This growth in the number of new car sales being EVs over the next four to five years (>50% by 20230-31 (*NSW Electric Vehicle Strategy*, 2021) means regional destinations will need to provide EV charging infrastructure and amenities for EV drivers to ensure that regional tourism is EV friendly and that these towns do not miss out on economic opportunities if EV drivers choose to travel to other regions with better EV infrastructure.

New car sales growth over the next four to five years means regional destinations will need to provide EV charging infrastructure and amenities.

Regional tourism must be EV friendly so that towns do not miss out on economic opportunities.

EV drivers already plan their road trips according to the location of charging infrastructure. However, information that is needed by EV drivers when visiting regional NSW is generally insufficient, not centrally consolidated and is located in varied locations.

Charging providers identified that NSW was considered to be the most EV-friendly state in Australia (Drive, 2024). However, there is an opportunity to improve access to charging infrastructure across regional NSW and promote EV travel. The aim of this framework is to assist local councils and business communities to attract visitors by offering something to see and do while their car is charging.

Image source: Shutterstock

1.2 Definition

Creating EV-friendly regional towns in NSW is a strategic opportunity to support sustainable tourism and to attract additional visitors to the region, as well as making a contribution to state-wide emissions reduction goals.

Image credit: DCCEEW

An EV friendly town is one where:

Image source: Quentin Jones/DCCEEW

There is sufficient and appropriate EV Charging infrastructure
to meet the current number of EV travellers as well as cater for the expected future growth in EV travellers

Image source: Shutterstock

EVCI is accessible in all aspects – easy to find through sufficient signposting on town entry roads and available to people of all abilities

Image source: AdobeStock

Visitor experience opportunities are available
within easy walking distance to EVCI, that is centrally located to museums or other tourism places of interest as well as places to access food and beverages and retail opportunities

2. Assessment of EV Friendly Town/Destination

A simple checklist has been developed to assist local government organisations identify how they meet the EV Friendly Town/Destination criteria. The checklist covers essential and desirable criteria that reflect the expectation and experience of EV drivers.

It is recommended that the checklist be completed by Council Managers with responsibility for Infrastructure and/or Tourism and endorsed by the General Manager. A pro-forma checklist is included in **Attachment 1**. A promotional brochure and summary guide for assessing the EV friendly status of your town is also included in **Appendix 2**.

The essential and desirable criteria have been developed based on findings of other traveller/destination ratings such as the RV Friendly Town™ Program ratings[1] and some primary research undertaken as part of this project. An online survey was developed by MNCJO and FNWJO to seek information from EV drivers on what they considered would make towns EV friendly. The survey questions were informed by discussions with the Australian Electric Vehicle Association (AEVA), the EVC, Destination NSW Outback and Country and Destination North Coast. The survey of EV drivers was conducted through social media with assistance from AEVA who distributed it through their network (see section 3 for further detail).

[1] RV Friendly Town™ Program – developed by the Campervan and Motorhome Club of Australia Limited

Image source: AdobeStock

Essential criteria were deemed as:

1. Adequate number of chargers that are regularly monitored and maintained[2].
2. Charging infrastructure is located where there is internet connectivity to enable operation of charging applications (Apps) on mobile devices.
3. EV chargers are located in a well-lit and safe location.
4. Access to toilets and facilities is within easy walking distances.
5. Clear and practical signage to EV charging infrastructure on approaches to towns and destinations, as well as at street/site level.
6. Charging infrastructure and parking spaces meet accessibility requirements for all users (see section 4.3).

Desirable criteria were deemed as:

7. Both DC and AC EV chargers with a variety of different charging speeds.
8. Visitor experience opportunities are available within easy walking distance to EVCI. Preferably centrally located to museums, galleries or other tourism places of interest (e.g. parks, swimming pools, National Parks etc.).
9. EV chargers located near hospitality and retail services
10. Drive-through/long vehicle parking charging bays are available for EVs towing trailers, vans, boats etc.
11. A regular monitoring system is established to ensure operational functionality.
12. Designated EV parking spaces at all public charging stations
13. The criteria have aligned closely to the RV Friendly Town™ criteria since the general needs of travellers are similar in terms of their visitor experience and need for access to hospitality and retail services. The key difference is the availability, functionality and speeds of the EV charging infrastructure.

Image source: Shutterstock

The EV Friendly Town/Destination checklist covers essential and desirable criteria that reflect the expectation and experience of EV drivers.

View the Checklist

[2] The number and type of chargers considered as adequate will depend on demand which varies across NSW. A minimum would be at least 1 publicly available DC (fast) charger with dual charge points.

3. User Experience and Expectation

3.1 Visitor experience and expectation

MNCJO and FNWJO conducted a survey of EV drivers through social media with the assistance of the Australian Electric Vehicle Association (AEVA) network who distributed the survey to their members. Other EV users were also polled. There was a total of 83 responses to the on-line survey which was designed to identify what EV drivers look for when visiting regional towns. The age groups of respondents ranged from 20-29 years to over 70 years and included those who have been EV drivers from one to two (1-2) years to more than five (5) years.

The survey included 12 questions and an additional open comment field.

The key to positive visitor experiences for EV drivers, revolves primarily around the availability, accessibility, number and type of charging infrastructure. The survey results confirm this, as shown by the following figures. The availability of charging infrastructure as a determinant for EV drivers visiting rural towns was deemed "Absolutely essential" (21.69%), "Very important" (50.60%) (see Figure 2).

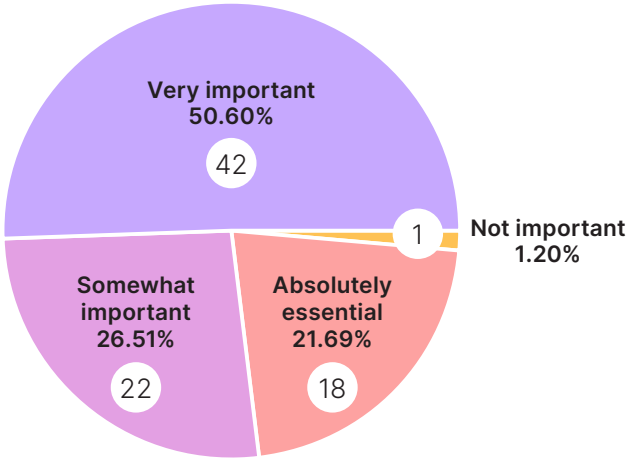


*Figure 2 Response to survey question: **"How important is the availability of EV charging stations in your decision to visit a rural town?"***

The age range and years of ownership of an EV also showed a trend consistent with EV ownership reported by the Electric Vehicle Council. Fifty-nine (59%) percent of the responds to this survey were aged 55 years or older.

Proximity to and availability of amenities such as toilets, cafes, restaurants, retail services, parks or recreational spaces are considered essential for EV travellers to visit regional towns. Key responses are shown in Figure 3 where respondents had opportunity to nominate several options. Highest ranked amenities included toilets (37.95%), cafes/restaurants (36.92%), shopping areas (10.77%) and parks and recreational spaces (9.74%). Survey respondents also mentioned a number of other key features including shade and good lighting at the charger sites.

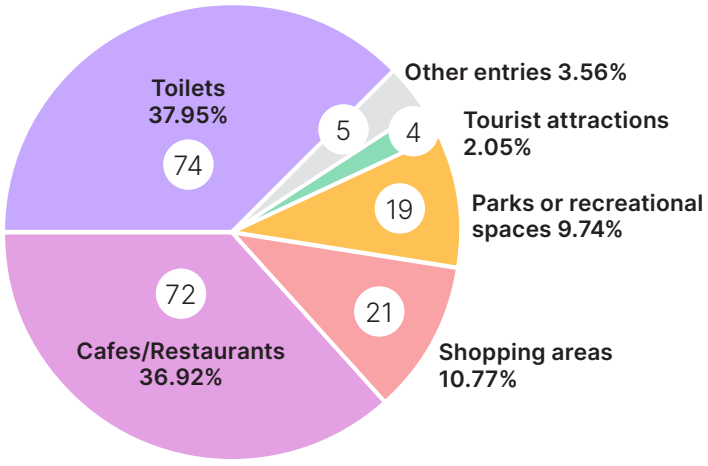


*Figure 3 Response to survey question: **"What amenities do you consider essential near charging infrastructure when visiting a rural town with your EV?"***

Image source: Shutterstock

Approximately 93% of respondents indicated that they would be more inclined to visit a town that actively markets itself as "EV-friendly".

Image source: Shutterstock

Approximately 51% of survey respondents identified clear signage direction as “very important” with a further 46% identifying signage as “somewhat important”.

The survey results showed that the type of EVCI available is also an important consideration, given that **80% of respondents stated they preferred to find a fast or an ultrafast charger** in regional towns.

The most frustrating challenges experienced by EV drivers in regional areas were the lack of availability of chargers, the failure of chargers to work when identified as being operational or chargers that are not repaired due to repeated failures or vandalism.

Image source: Shutterstock

4. Charging Infrastructure

EV charging infrastructure must meet planning and local government policy requirements including zoning and any land ownership conditions.

4.1 Types of Chargers

In order to ensure that EV travellers consider a town or destination as EV friendly, there needs to be a suitable number of chargers with adequate charging capacity. Strategically located EV chargers within regional towns or destination can enhance tourism and community engagement, promote new visitors, help grow the local economy and meet regional sustainability targets (e.g. emission reduction, transition to cleaner transport options etc.). The NSW Government has indicated that a minimum requirement for destinations to be considered EV friendly would be two (2) DC chargers and one (1) AC charger every 100 km stretch of the journey (Nature: the Lab, 2024) . This will vary across regional NSW depending on the take-up of EVs by local residents and the number of EV drivers visiting the region.

The The Australian Department of Climate Change, Energy, the Environment and Water recommends a minimum of two (2) Direct Current (DC) chargers, with at least two plugs/ ports (and two bays) each. At least one bay per site needs to meet disability accessible parking bay compliance with respect to parking and charging accessibility (DCCEEW, 2024).

Image source: Shutterstock

Image source: Shutterstock

4.2 Location options and site selection

Site selection for EVCI to ensure it meets EV friendly criteria will include, but not be limited to:

- Adequate number of chargers that are regularly monitored and maintained. Councils are advised to ensure that lease agreements or service level agreements with charge point operators (CPOs) include monitoring to ensure that chargers are fully working and are appropriately maintained.
- Charging infrastructure is located where there is internet connectivity to enable operation of charging Apps on mobile devices.
- EV chargers are located in a well-lit and safe location.
- Speed of the chargers needs to be matched by available amenities for drivers whilst vehicles are charging.

4.3 Accessibility and availability

Incentives for EV drivers to stop at towns or destinations include meeting their needs for accessibility and availability of services, including:

Access to toilets and facilities

that are within easy walking distance. This includes cafes or restaurants, retail services, access to shade near the EVCI, as well as access to drinking water.

Clear and practical signage

to EV charging infrastructure on approaches to towns and destinations, as well as at street/site level.

Charging infrastructure and parking spaces meet accessibility requirements for all users. Refer to guidance documents such as:

Minimum operating standards for government-supported public electric vehicle charging infrastructure. Published by the Australian Department of Energy, the Environment and Water 2024. Includes recommendations for disability accessible parking bay requirements that chargers must meet the relevant standards in accordance with AS/NZS 2890.6 Cl. 2.2.2 or AS/NZS 2890.6 Cl. 2.2.1, Cl.3.2 b) 11) as applicable.

Download the PDF

Design Guidelines for Accessible EV Charging Stations (RADG) - Royal Automobile Association (RAA) in South Australia, 2023. These guidelines aim to ensure that EV charging infrastructure is accessible for people with disability, particularly focusing on mobility challenges. The trial, done in partnership with

Guidance for Accessible EV Charging Infrastructure. Consultation Document. This research is funded by iMOVE CRC and supported by the Cooperative Research Centres program, an Australian Government initiative. (November 2024).

Go to the web site

4.4 Service requirements

Image source: Shutterstock

Telecommunications - Monitoring and maintenance of internet connectivity are essential to ensure that charging applications are fully operational for driver access. Several charging networks in NSW require users to start a session by using a mobile phone App, which necessitates an internet connection. For instance, the NRMA charging stations require payment through the My NRMA App (9 News, 2023). Some chargers require authentication through an online account, which may need internet connectivity. To ensure ease of use for EV drivers, EV chargers should be to be located where there is mobile telephone reception and/or WiFi.

Electricity - To ensure that the electricity supply and capacity are sufficient for EV charging infrastructure in Local Government Areas (LGAs), councils can take the following steps:

Work with electricity distribution network providers (e.g., Ausgrid, Endeavour Energy, Essential Energy in NSW) to assess local grid capacity.

- Identify high-demand areas where additional infrastructure upgrades may be needed.
- Map out existing substations and available capacity to plan optimal charger locations.
- Request network planning data to understand power availability and avoid costly last-minute upgrades.
- Explore load management strategies with energy providers to prevent grid overload.
- Encourage installation of load-balancing chargers that optimize power distribution based on demand.
- Require off-peak charging incentives or time-of-use tariffs to reduce grid stress during peak hours.
- Ensure new developments include EV-ready electrical capacity in planning permits.
- Work with developers and businesses to install onsite solar and battery storage to supplement grid demand.
- Apply for state and federal grants to fund grid expansion for EV charging.

Image source: Shutterstock

Several charging networks in NSW require users to start a session by using a mobile phone App, which necessitates an internet connection

Image source: AdobeStock

Service level agreements with CPOs should include requirements for monitoring and maintenance of EVCI. Figure 4 shows that 41% of survey respondents found "chargers not working" to be the most frustrating challenge encountered when travelling to rural towns in an EV. Councils should ensure that the charging infrastructure they own is always operational. They should also ensure that CPOs operating EV Chargers on council land are taking responsibility for ensuring their EVCI are always maintained and operational.

The EVC has developed a number of resources regarding EVCI and working with chare point operators, including a ***Template License Agreement for EV Charging Services and Infrastructure (EVC, 2025[3])***

View the PDF

41% of survey respondents

found "chargers not working" to be the most frustrating challenge

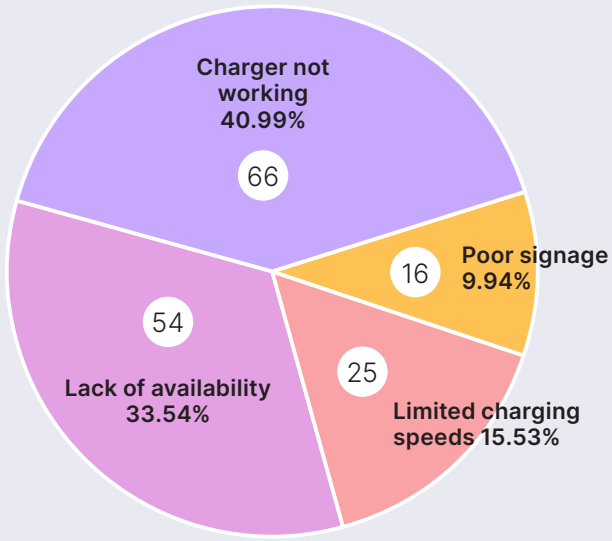


*Figure 4 Response to survey question: "**What are the most frustrating challenges you have encountered with EV chargers in rural areas?**"*

[3] *Template License Agreement for EV Charging Services and Infrastructure* – published by the Electric Vehicle Council. **Web link**

5. Promoting regional tourism

Providing an EV friendly town or destination can enhance opportunities for expanding regional tourism and economic growth.

Regional tourism organisations (e.g. Destination NSW)

Visit NSW has released a list of **EV Friendly Road Trips** which provides an excellent opportunity for councils to promote their EV Friendly Towns and link in with state promotions.

Regional Tourism organisations are keen to promote EV charging facilities in the regions. Destination NSW has a site promoting quick tips for creating EV friendly experiences **Click here**. This is another opportunity for the councils to link in with Regional Tourism Organisation initiatives.

An interactive tourism map called Eventure Map (**eventuremap.nsw.gov.au**) has been developed to enable EV drivers and other visitors to easily identify local tourism opportunities and points of interest within short walking distances from EV charging infrastructure.

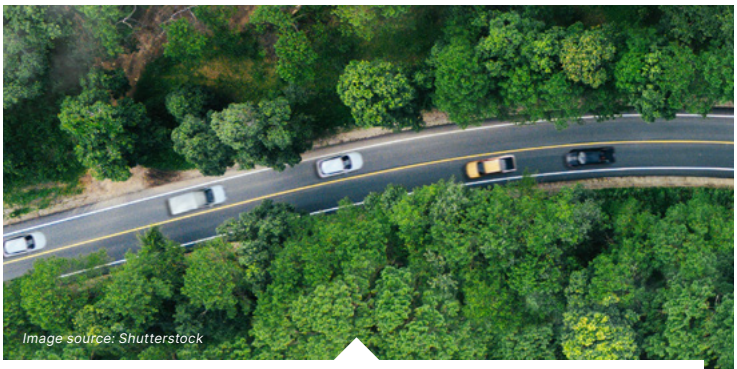


Image source: Shutterstock

Tourism operators

- Car rental companies
- Awareness raising – local community / EV drivers

This initiative has been supported by the Australian Electric Vehicle Association (AEVA). AEVA has been consulted throughout the process and has provided valuable advice that helped shape this resource to enhance EV driver experiences.

Local Councils

The EV Friendly Towns initiatives are designed to be driven by local councils. The Electric Vehicle Friendly Destination Checklist (**See Attachment 1**) has been provided to councils to allow them to complete a self-assessment of their towns and to act as an aspirational tool for councils looking to attract EV drivers to their region.

Councils are encouraged to regularly update and maintain points of interest on the Australian Tourism Data Warehouse (ATDW) database as the Eventure Map (**eventuremap.nsw.gov.au**) will be updated daily from ATDW.

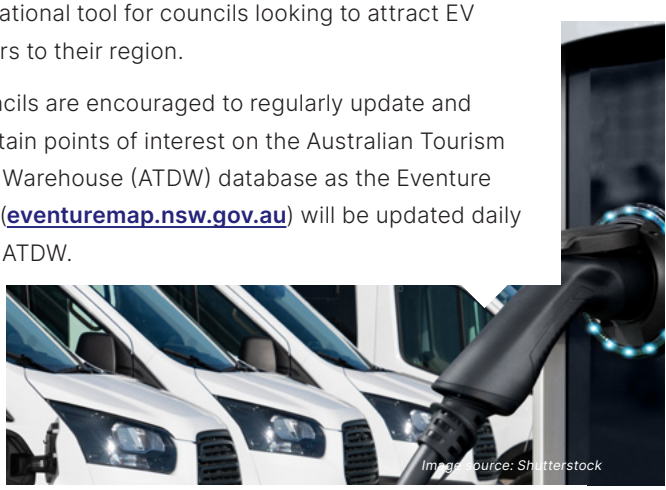


Image source: Shutterstock

Partnerships with local businesses and local benefits

Local councils can raise awareness amongst their local businesses and community that will help enhance the EV friendly status of their towns. Understanding the essential and desirable needs of EV drivers (as outlined in section 2) provides opportunities for local businesses to capitalise on the economic benefits of having EV drivers stop in their towns to charge their vehicles and take advantage of retail and hospitality services.

Image source: Shutterstock

5.1 Other stakeholders

Key stakeholders with an interest in EV friendly towns/destinations include:

- Visitors driving EVs.
- EV user groups (e.g. Australian Electric Vehicle Association (AEVA).
- EV drivers and owners Facebook groups.
- Electric Vehicle Council (EVC) - peak national body representing the electric vehicle industry in Australia.
- Destination NSW
- NSW Department of Transport

6. References

Campervan & Motorhome Club of Australia Limited (not dated) ***RV Friendly Town™ Program***.

DCCEEW (2023) National Electric Vehicle Strategy (2023) Published by the Australian Department of Climate Change, Energy, the Environment and Water.

DCCEEW (2024) ***Minimum Operating Standards for Government-supported Public Electric Vehicle Charging Infrastructure – Guidance Document***. Published by the Australian Department of Climate Change, Energy, the Environment and Water.

Nature: the Lab (2024) ***Electric Vehicle Driver research: Strategic Report.*** Prepared for NSW DCCEEW, Transport for NSW and Destination NSW (May 2024).

Destination NSW (2025) ***Web site promoting quick tips for creating EV friendly experiences.***

Drive (2024) ***These are the most EV-friendly states in Australia.*** Article by Ethan Cardinal in Drive on line, 13 April 2024

Electric Vehicle Council (2024) ***Australian Electric Vehicle Industry Recap 2023***.

Electric Vehicle Council (2025) ***State of Electric Vehicles 2024***.

Electric Vehicle Council (2025) ***Template License Agreement for EV Charging Services and Infrastructure***

NRMA (2024) ***Changing Gears: The road ahead for Electric Vehicle adoption in Australia.*** Report prepared by Ipsos for Insurance Australia Group (IAG), October 2024.

NSW Office of Environment (2021) ***NSW Electric Vehicle Strategy***. Published by Environment, Energy and Science, Department of Planning, Industry and Environment on behalf of NSW Government, June 2021.

Transport NSW (2025) ***Registration snapshot report***. Data from 23/02/2025 accessed from website on 24/02/2025.

Visit NSW (2025) EV Friendly Road Trips

7. Other Resources:

- Eventure Map – an interactive tourism map for finding points of interest located near EVCI (***eventuremap.nsw.gov.au***)
- Quick tips for creating EV-friendly experiences. ***Destination NSW website***
- How to make your town a preferred charging stop for EV drivers. ***NSW Climate and Energy Action website***
- Myth buster links:
  - Top 10 Electric Vehicle Myths Busted. Electric Vehicle Council (July 2017) ***Publised on website***
  - Little Book of EV Myths Australian Edition. (2025) ***Published by The Australian Electric Vehicle Association (AEVA) on website***
  - EV fact or fiction: busting common electric vehicle myths. (April 2024) ***Published on NRMA website***
  - Electric Vehicle Myths. USEPA (January 2025). ***Published on website***

Image source: Shutterstock

Attachment 1 Electric Vehicle Friendly Destination Checklist

Insert Council Logo

EV Friendly Destination Checklist

Local Government area:	
Town/Destination:	
Date:	

This is a simple checklist to assist local government organisations identify how they meet the EV Friendly Town/Destination criteria.

It is recommended that the checklist be completed by Council Managers with responsibility for Infrastructure and/or Tourism and endorsed by the General Manager.

Essential Criteria		**Completed by:**	**Meets criteria**
1.	Adequate number of chargers that are regularly monitored and maintained.		☐
2.	Charging infrastructure is located where there is internet connectivity to enable operation of charging Apps on mobile devices.		☐
3.	EV chargers are located in a well-lit and safe location.		☐
4.	Access to toilets and facilities is within easy walking distances.		☐
5.	Clear and practical signage to EV charging infrastructure on approaches to towns and destinations, as well as at street/site level.		☐
6.	Charging infrastructure and parking spaces meet accessibility requirements for all users.		☐

Desirable Criteria		**Completed by**	**Meets criteria**
7.	Both DC and AC EV chargers with a variety of different charging speeds.		☐
8.	Visitor experience opportunities are available within easy walking distance to EVCI. Preferably centrally located to museums, galleries or other tourism places of interest (e.g. parks, swimming pools, National Parks etc.).		☐
9.	EV chargers located near hospitality and retail services		☐
10.	Drive-through/ long vehicle parking charging bays are available for EVs towing trailers, vans, boats etc.		☐
11.	A regular monitoring system is established to ensure operational functionality.		☐
12.	Designated EV parking spaces at all public charging stations		☐

Checklist completed by:	Infrastructure Manager	Tourism Manager
Name:		
Position:		
Date		
Signature:		
Checklist endorsed by		**General Manager**
Name:		
Date:		
Signature:		

EV Friendly Town Desirable Criteria:

Desirable criteria to enhance the EV Friendly nature of your town include:

Both DC and AC EV chargers with a variety of different charging speeds.

Visitor experience opportunities are available within easy walking distance to EVCI. Preferably centrally located to museums, galleries or other tourism places of interest (e.g. parks, swimming pools, National Parks etc.).

EV chargers located near hospitality and retail services

A regular monitoring system is established to ensure operational functionality.

Designated EV parking spaces at all public charging stations

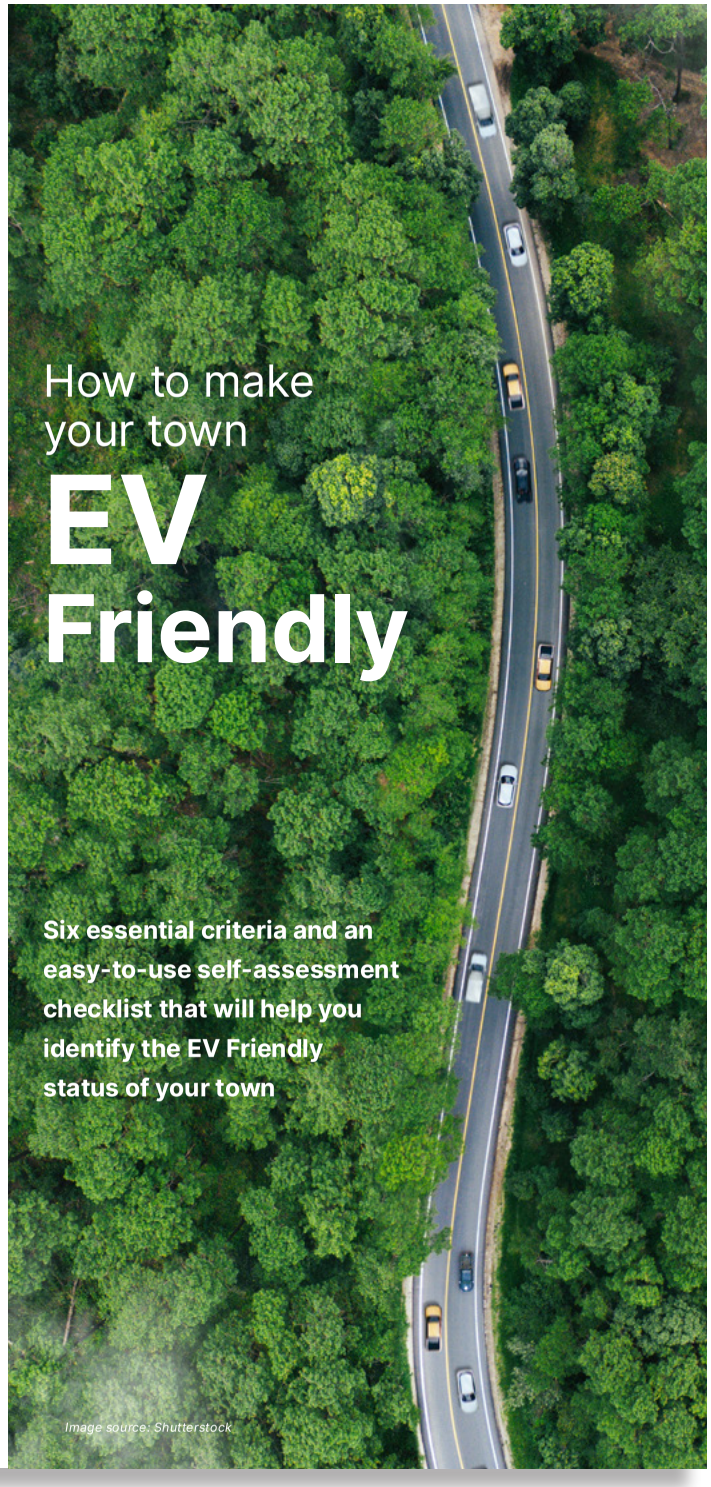
Drive-through/long vehicle parking charging bays are available for EVs towing trailers, vans, boats etc.

Achieve EV Friendly status by:

- Completing the Self-Assessment Checklist for councils, which can be found at: **www.evtoolkit.centralnswjo.com/e v-toolkit** or use the **QR code** below.
- Ensuring you meet the six "Essential" criteria.
- Endeavouring to meet as many of the "Desirable" criteria as possible.
- Getting endorsement from the Council General Manager.
- Publicising your EV Friendly status through your tourism networks to encourage EV drivers to visit your town and engage the with the local economy.
- Regularly monitoring and reviewing your status and consider ways to make your town more EV Friendly.

Use the QR code to get more information and access to resources on *How to make your town EV friendly.*

This resource was developed by the Mid North Coast Joint Organisation and the Far North West Joint Organisation with funding from the NSW Government.



How to make your town EV Friendly

Six essential criteria and an easy-to-use self-assessment checklist that will help you identify the EV Friendly status of your town

Image source: Shutterstock

EV Friendly Town Essentials

1. Adequate number of chargers that are monitored and maintained

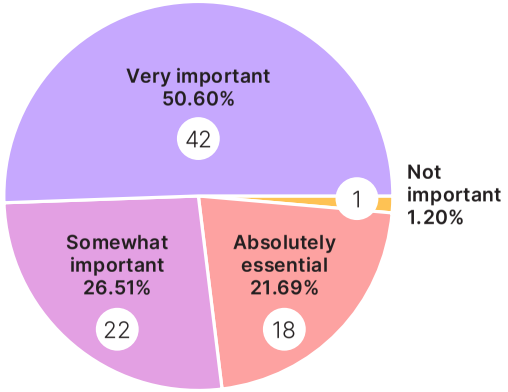
EV Charging infrastructure is sufficient to meet the current number of EV travellers as well as cater for the expected future growth in EV travellers.

Image source: Shutterstock

"Need more than one fast charger in a town so that you are not stranded if one breaks."

Quote from EV driver (EV Driver Survey, 2025)

These are the responses to the survey question: *How important is the availability of EV charging stations in your decision to visit a rural town?*



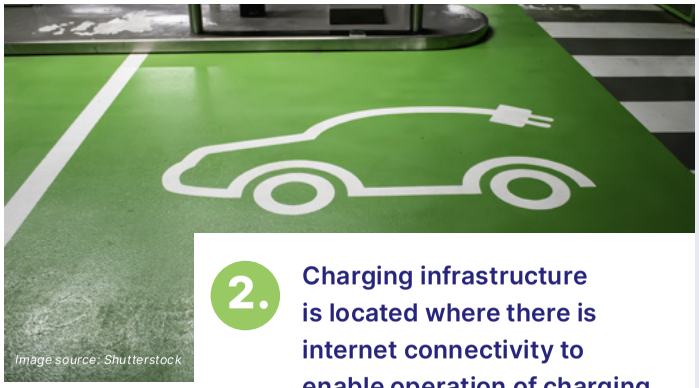


Image source: Shutterstock

2. Charging infrastructure is located where there is internet connectivity to enable operation of charging APPs on mobile devices

3. EV chargers are located in a well-lit and safe location

The majority of survey respondents to the EV Driver Survey (2025) highlighted lighting as improtant when asked: *How can rural towns make themselves more attractive to EV drivers?*

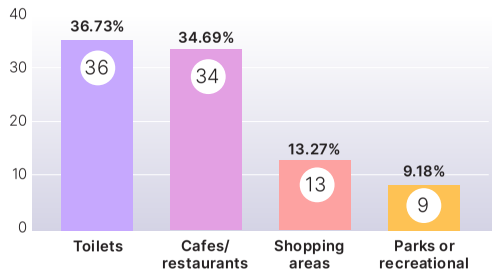
Hot Tip: Telstra phone booths provide wifi access and could be suitable locations for EV chargers.

Provide sufficient lighting and all hours access at chargers.

4. Access to toilets and facilities is within easy walking distances

Response to survey question: *"What amenities do you consider essential near charging infrastructure when visiting a rural town with your EV?"*

Toilets are the most essential thing to have within safe walking distance from EV charger



5. Clear and practical signage to EV charging infrastructure on approaches to townsand destinations, as well as at street/site level

6. Charging infrastructure and parking spaces meet accessibility requirements for all users

"Ensure parking spots are disability friendly and appropriately sized"

Quote from EV driver (EV Driver Survey, 2025)

Image source: Shutterstock