

EXPANDING KERBSIDE ELECTRIC VEHICLE (EV) CHARGING



Engagement Report

October 2026





Acknowledgement of Country

Wominjeka. Council respectfully acknowledges the Traditional Owners and Custodians of the Kulin Nation. We acknowledge their legacy and spiritual connection to the land and waterways across the City of Port Phillip and pay our heartfelt respect to their Elders, past, present, and emerging.

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Executive Summary

PROJECT BACKGROUND

We asked for the community's feedback on 32 proposed locations for new pole mounted EV charging stations. These stations consist of a charger installed on an existing power pole with two charging ports. If all proposed locations proceed, up to 64 new charging points could be available across the City of Port Phillip.

From Monday 27 July and Sunday 23 August 2026 we asked the community to share feedback on the proposed sites, whether they were suitable, and if installation should proceed.

WHAT DID WE ASK?

Through an interactive map, community members could comment on specific locations including whether they supported the new kerbside EV charging port here and the reason why.

They could also share feedback on the entire project broadly either through a typed survey or by uploading feedback in a style of their choosing.

WHO DID WE HEAR FROM?

We received 316 responses from approximately 259 community members. This included 262 online responses, 23 responses at three neighbourhood pop-ups and 31 emails and phone calls.

Some people commented on more than one location or took part through more than one activity, so the number of responses is higher than the estimated number of participants.

Please note, the people who took part chose to participate, so the findings do not represent the views of the whole community. Some people may have

contributed more than once and 36.3 per cent of participants who answered the relevant question owned or regularly used an EV.



We received **316 responses from 259 community members** who participated in this engagement process.



23 responses were provided at 3 neighbourhood pop ups.



36.3% of participants owned or regularly used an electric vehicle.

WHAT DID WE HEAR?

The feedback we received demonstrated broad support for expanding EV charging infrastructure across the City of Port Phillip, but views varied considerably between proposed locations.

Many participants saw kerbside charging as essential to supporting the transition to electric vehicles, especially for apartment residents and households without private parking. However, support for individual sites was mixed.

Some of the proposed locations received support where participants identified a clear local need for public charging. This included locations such as Esplanade East and Ross Street in Port Melbourne, Mary Street in St Kilda and Lemnos Square in Albert Park.

Conversely, some locations attracted opposition from nearby residents. Concerns were raised about the sites in Cardigan Place and Merton Street in Albert Park, Balston Street in Balaclava, Richardson Street in Middle Park, Stokes

Street in Port Melbourne, Wordsworth Street in St Kilda and Wavenhoe Avenue in St Kilda East.

Opposition was generally linked to:

- the loss of on-street parking
- possible effects on noise, appearance and enjoyment of the local area
- traffic and safety concerns
- questions about whether a particular site was suitable.

These concerns did not necessarily indicate opposition to public EV charging overall.

Across all engagement activities, five key themes emerged:

- Support for increasing EV charging infrastructure and enabling residents without home charging to access electric vehicles.
- Concerns about the loss of on-street parking and impacts on parking availability for permit holders and nearby residents.
- Concerns about possible effects on noise, appearance and enjoyment of the local area, as well as traffic and safety.
- A desire for additional chargers and broader geographic coverage across the municipality with more than 20 potential future locations suggested across all activities.
- Requests for clear operating arrangements, including charger reliability, time limits, enforcement of EV bays and monitoring how often chargers are used.

WHAT HAPPENS NEXT?

Council will consider the community feedback alongside further technical, parking, traffic, safety, heritage and operating assessments before deciding which proposed locations should proceed, be changed or not proceed. Council will provide further information to affected residents as the project progresses.



Introduction

Project background

To support more people switching to electric vehicles (EVs), we're working with providers to install EV chargers on power poles across the City of Port Phillip.

In 2023, we asked the community to suggest locations where existing parking bays could be used for EV charging. This feedback helped us identify sites to assess for suitability and technical requirements.

Not all suggested locations were suitable. Some sites could not go ahead due to factors such as electrical capacity, parking restrictions or limited space.

We used the following criteria to shortlist locations:

- Community feedback from 2023
- Capacity of the electricity network
- Location of nearby utilities and open space
- Access to suitable parking spaces
- Areas with higher current and future EV demand
- Requests for chargers in new locations

This assessment identified 32 locations that met the initial technical requirements and were shortlisted for community feedback. If a location proceeds, the pole-mounted charging site would:

- be installed on an existing power pole
- have two charging ports
- have two dedicated EV parking bays

This could add up to 64 new charging points across the municipality.



What we set out to achieve

The purpose of the engagement project was to:

- Understand the community sentiment on converting 2 parking bays at each of the 32 identified pole-mounted charging sites into designated electric vehicle charging bays.
- Understand why people supported or opposed each proposed location. .
- Inform nearby residents about the proposed changes before any decision is made.

About this report

The purpose of this report is to collate the feedback gathered across online and in-person engagement activities. This feedback will help us understand community support for these locations and guide our next steps.



Before reading this report

The following should be considered in reading this report:

- The findings are based on qualitative feedback from people who chose to take part. This means the views shared are not statistically representative of the whole community and may only reflect a portion of local voices.
- While we aim to include diverse perspectives, some community members may have faced barriers to participation, including people with disability, multicultural communities, older people, and Aboriginal and Torres Strait Islander people.
- Participants refers to everyone involved in the engagement; respondents refers to those who answered a specific question or activity.
- The report summarises what we heard. Feedback has not been independently verified, so some comments may be incorrect, unachievable or outside the project scope. Not all individual comments are shown; themes, quotes and numbers are used to reflect the range of views.
- Some people may have contributed more than once across different activities, which may result in unintentional double-counting.
- Demographic data was not collected consistently across all activities, which limits our ability to analyse differences between groups.
- The report covers Council-led engagement activities only and does not include community-run or third-party events, surveys or petitions.
- This report was developed through a combination of human analysis and artificial intelligence (AI). Human analysts conducted the primary data analysis. AI tools were used to process and analyse large datasets, identify trends, and generate some preliminary findings. Any AI-generated findings were subsequently reviewed, validated, and interpreted by human analysts with expertise in the subject matter. The final conclusions and interpretations presented in this report represent the considered judgment of these human analysts, even where AI contributed to the data processing.

What we did

Between Monday 27 July and Sunday 23 August 2026, we delivered a range of communications activities to let the community know about the proposed electric vehicle chargers and collected feedback through a mix of engagement activities.

Communications activities

To increase awareness of the engagement process, we did the following:



A3 posters in and around the municipality x32

Posters about the engagement process and the opportunity to provide feedback were placed on each of the proposed power poles to inform locals and visitors of the consultation.



Postcards x 1368

Postcards were distributed to the residents within 100 metres of each of the sites explaining the engagement process and inviting people to provide feedback.



Emails x 6

Emails were sent to the following stakeholders informing them about the consultation, asking them to share to project and inviting them to participate themselves:

- Past followers from the 2023 consultation
- PECAN Port Phillip Emergency Climate Action
- Electrify Southside
- EcoCentre and ELAN Environmental Leaders Action Network
- Southside Resilience Collective
- South Melbourne Sustainability Group



Newsletters x 2

Project information and an invitation to engage was included the Hay Your Say and Sustainability newsletters during the engagement period.



Social media posts x 2

Social media posts were included on both Facebook and Instagram to promote the engagement process.



'Have your say' website

Council's dedicated engagement website, 'Have your say' included a page for this project, with information on the process, a timeline, contact details, and opportunities to engage.

Engagement activities

To collect feedback from the community we did the following activities:



Online map activity

This survey collected demographic details about participants and asked for community feedback on any of the 32 of the proposed locations.



Online survey

This survey collected demographic details about participants and asked for community to share their feedback on the entire project. Within this survey they could either type or upload their feedback.



**Neighbourhood Pop-ups x 3
(as part of the August Neighbourhood Conversations program)**

This project delivered a series of pop-ups in neighbourhoods around Port Phillip. The pop-ups were delivered in the following locations:

- Peanut Farm Reserve, St Kilda on Saturday 15 August 2026 from 1.30pm to 3.30pm
- Bay Street, Port Melbourne on Saturday 22 August 2026 from 10am to 12pm midday
- 119 Dundas Place, Albert Park on Saturday 22 August 2026 from 2pm to 4pm



Through Council customer service channels

Members of the community could elect to contact Council directly via phone or email to provide feedback. Staff notes from these discussions have been integrated into the engagement findings.

Reach and participation

Reach through communications activities

Activity	Reach	Insights
Social media posts	23,580 views 280 link clicks	The Facebook post reached significantly more people than Instagram (19,740 versus 3,840 respectively). Interactions with the posts showed a similar ratio, with 246 link clicks in Facebook and 34 on Instagram.
Newsletter(s)	7,703 subscribers	This consultation was featured in the 'Have Your Say' newsletter on Thursday 30 July and Thursday 20 August. It was also in the Sustainability eNewsletter on Tuesday 4 August
'Have your say' website	2,611 views from 1,459 visitors	- Almost 70% of visitors came to the project page directly via the printed collateral and signage 50.1% of visits to the page lasted longer than a minute and 10.3% of visitors made at least one contribution.

Participation by engagement activity

We received 316 responses from 259 community members who participated in this engagement process. This was spread across the engagement activities below:

Activity	Number of responses	Insights
Online map activity	142	- The top sites commented on within the interactive map were: 73–87 Esplanade East in Port Melbourne (11 responses) 92 Stokes Street in Port Melbourne (9 responses) 90 Bridport Street and Lemnos Square in Albert Park, 8A Balston Street in Balaclava, 18 Wordsworth Street in St Kilda and 19 Wavenhoe Avenue in St Kilda East (7 responses)
Online survey	120	111 community members typed their feedback directly and 9 prepared uploaded responses.
Neighbourhood Conversations Pop-ups	23	3 respondents provided 4 responses at the St Kilda Neighbourhood Conversations session. 6 respondents provided feedback at the Port Melbourne Neighbourhood Conversations session. 6 respondents provided 13 responses at the Albert Park Neighbourhood Conversations session.
Emails and phone calls	31	Council received 26 emails and 5 phone calls from community members over the course of the engagement. Their feedback was reviewed alongside the online survey feedback and themed collectively.

Who we heard from

Demographics

Through our surveys, both online and printed, we asked questions about participants' demographic details. Of the total 259 participants, 240 shared their demographic information with us. The following section explores those demographics.

GENDER

Of the 232 people who provided their gender, the amount who identified as female (111 respondents or 47.8%) was just higher than the amount who identified as male (107 respondents or 46.1%).

No respondents identified as non-binary and 14 said they would prefer not to say (6%). No respondents elected to fill out their gender manually.

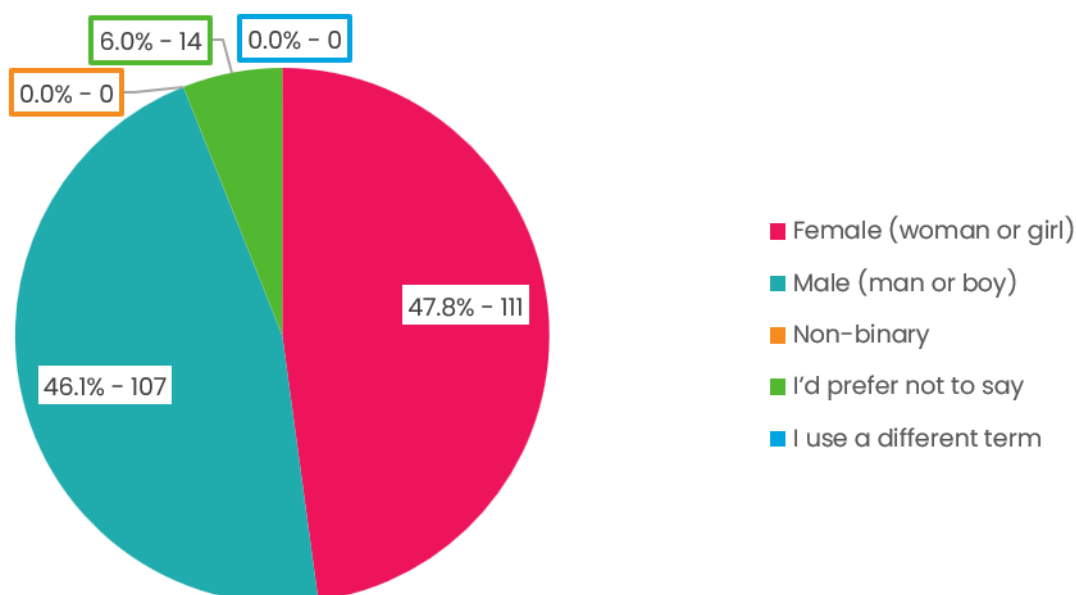


Figure 1: Number of respondents by gender (232 respondents)

SUBURB

49 respondents (21.1%) said they lived in Port Melbourne. The second highest cohort came from St Kilda (32 respondents or 13.8%) followed by St Kilda East (27 respondents or 11.6%).

Only 1 respondent lived outside the City of Port Phillip highlighting they live in Sorrento.

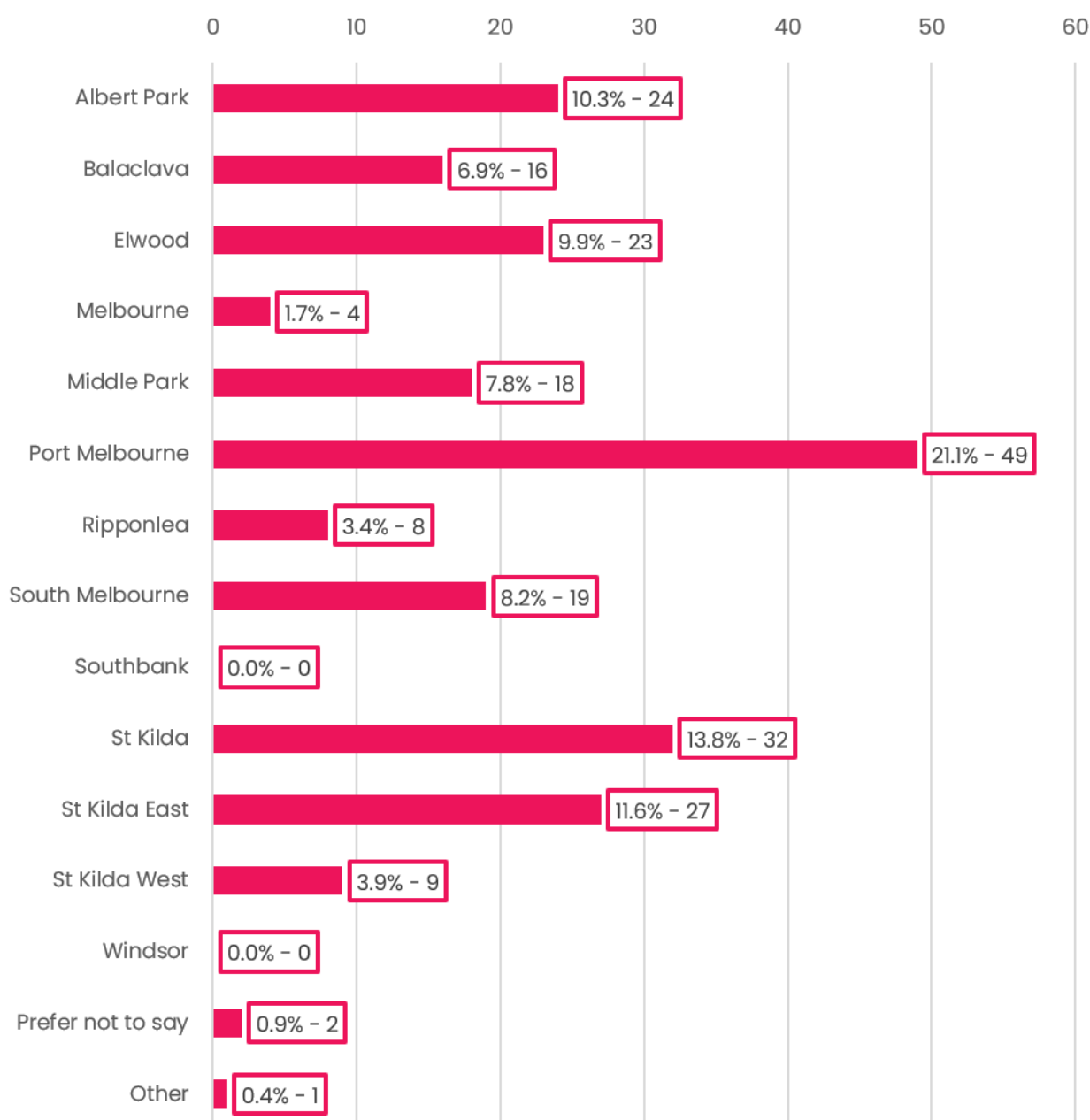


Figure 2: Number of respondents by suburb (232 respondents)

AGE

The highest represented age group was people aged between 50 and 59 years who made up 28.4% of the respondents (66 respondents).

Another large cohort were the 63 respondents who said they were between 60 and 69 years (27.2%). This was closely followed by the 53 respondents who said they were between 35 and 49 years (22.8%).

We received no feedback from children under the age of 18 and 2 responses from people aged 85 years and over.

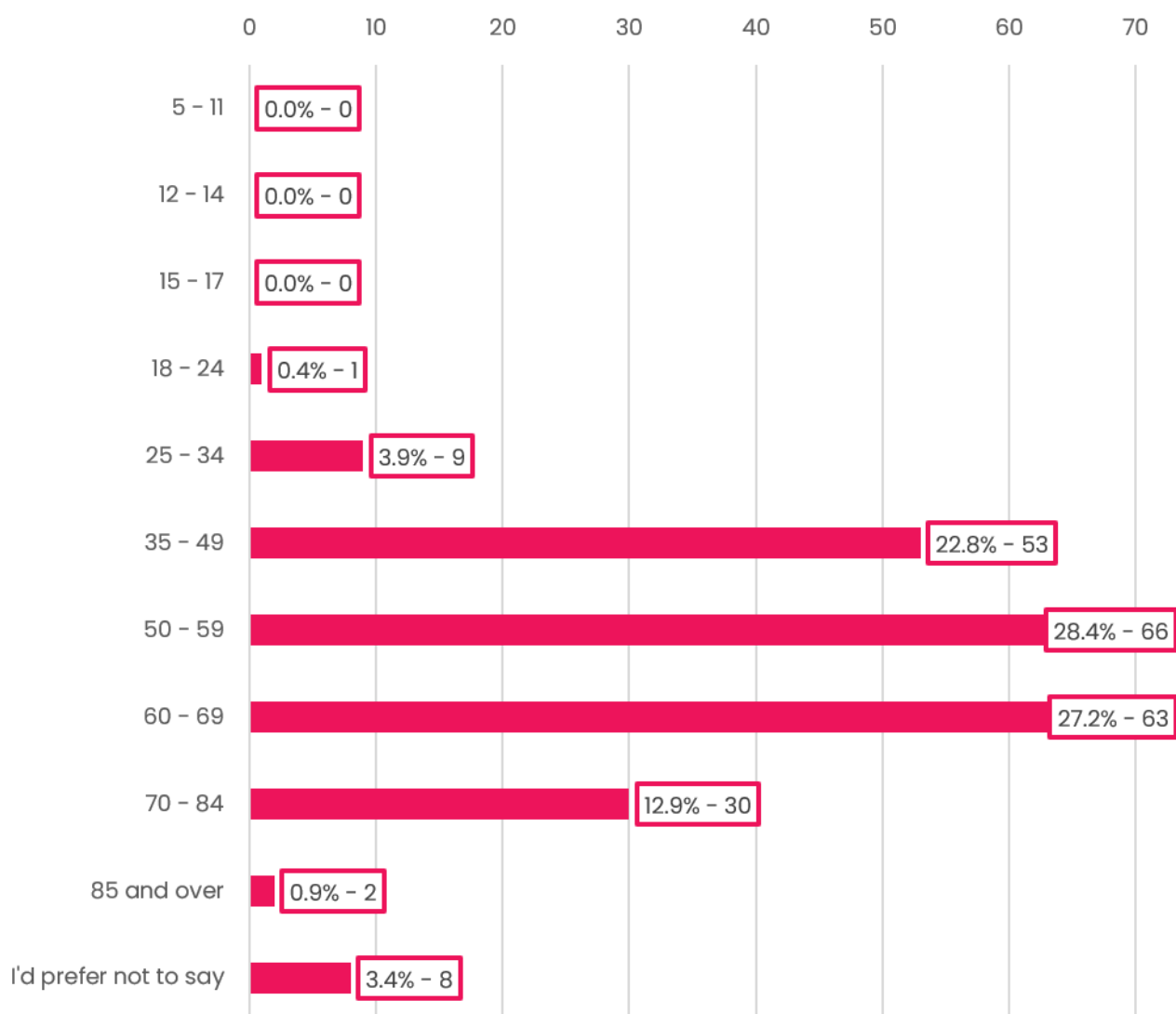


Figure 3: Number of respondents by age (232 respondents)

DIVERSITY AND INCLUSION

We asked people if they identified with any of the following statements. The statements included in order of number of responses:

- 'I speak a language other than English at home' (22 responses or 9.5%).
- 'I identify as LGBTIQ+' (18 responses or 7.8%).
- 'I am a person with disability' (13 responses or 5.6%).
- 'I am from an Aboriginal and/or Torres Strait Islander background' (1 response or 0.4%).

31 respondents said they prefer not to say (13.4%) and 152 said none of the statements applied to them (65.5%)

PAST PARTICIPATION

To help us understand if we were engaging with new community members, we asked if participants had provided feedback on any other Council projects in the past 12 months.

In total, 73 respondents said they had provided feedback to Council in the past 12 months (31.5%). 123 respondents said they had not (53%) and 36 were unsure (15.5%).

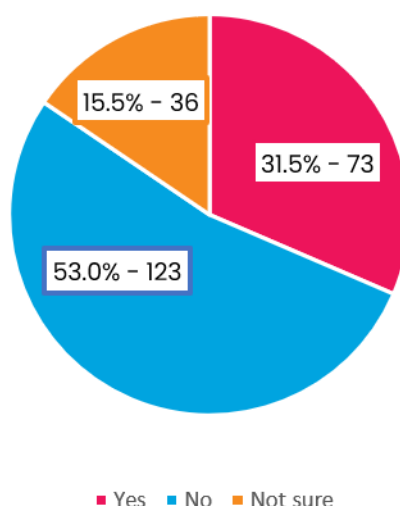


Figure 4: Number of respondents who selected whether they had provided feedback to the City of Port Phillip in the last 12 months. (232 respondents)

Targeted groups

REPRESENTATIVES FROM COMMUNITY GROUPS

4 of the 120 respondents that completed the online survey (3.3%) said that they were providing their feedback on behalf of a group or organisation. This included:

- Residents of Cardigan Place
- 538/546 Williamstown Road residential development
- Rabbinical College of Aust & NZ
- Residents in Canterbury Road unable to respond themselves

The remainder (116 respondents or 96.7%) said they were representing themselves. This was not asked of community members who completed the map activity.

RELATIONSHIP TO ELECTRIC VEHICLES

Of the 240 respondents who told us their relationship to electric vehicles, the largest cohort were the 82 who owned an electric vehicle (34.2%) closely followed by the 74 who were considering getting an electric vehicle (30.8%).

Another cohort were the 5 people who mentioned they regularly use an electric vehicle without owning one themselves (2.1%). 47 respondents (19.6%) told us they don't use an electric vehicle and 20 said they prefer not to say.

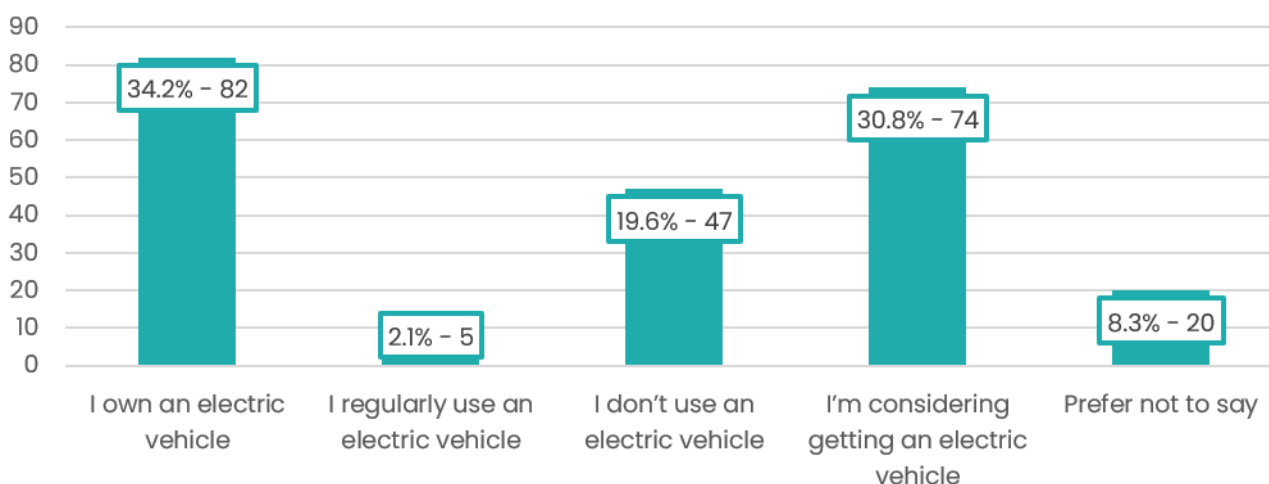


Figure 5: Number of respondents broken down by their relationship to electric vehicles. 240 respondents)

We asked the 87 respondents who told us they own or regularly use an electric vehicle how they currently charge them. Respondents here could select more than one option to give us a complete understanding of how they maintain their vehicle. Of those respondents:

- 37 charged their electric vehicle at home (42.5%)
- 11 charged their electric vehicle at work (12.6%)
- 71 used a public fast charger for their electric vehicle (81.6%)
- 26 used a public pole charger for their electric vehicle (29.9%)



What we heard

259 respondents provided feedback on the 32 proposed locations through the various engagement methods.

The 32 proposed locations have been separated by suburb within the sections below. Each suburb's section will contain the following information:

- The number of times a location within that suburb was selected or commented on.
- The support levels for each site within that suburb. **Please note:** The written comments provided via the online survey or customer service channels were counted separately as support levels cannot be marked definitively on the same scale as those in the map activity. These were instead themed by sentiment based on the following criteria:
 - **Support** when the feedback supported the location, EV charging as a whole or asked for more locations.
 - **Support with concerns** when the feedback may have supported EV charging infrastructure overall but not at the suggested location or expressed a desire to modify the proposed site.
 - **Neutral or seeking information** when the feedback centred around asking questions, requesting evidence or seeking clarification.
 - **Oppose** when the feedback opposed the site, Council's approach or EV charging broadly.
- The relationship of respondents to each of the sites they provided feedback on within that suburb.
- An overview of the comments related to each of the sites.

All comments that either commented entirely on a new location for a charger to be installed or did not specify a location for feedback have been collated within the "broad comments and feedback" section.

Albert Park:

There were 7 proposed locations in Albert Park and they received 90 responses across them. The number of times each site was selected for comment is outlined below.

Please note, the percentage is marked against the total number of respondents (259 total across all locations)

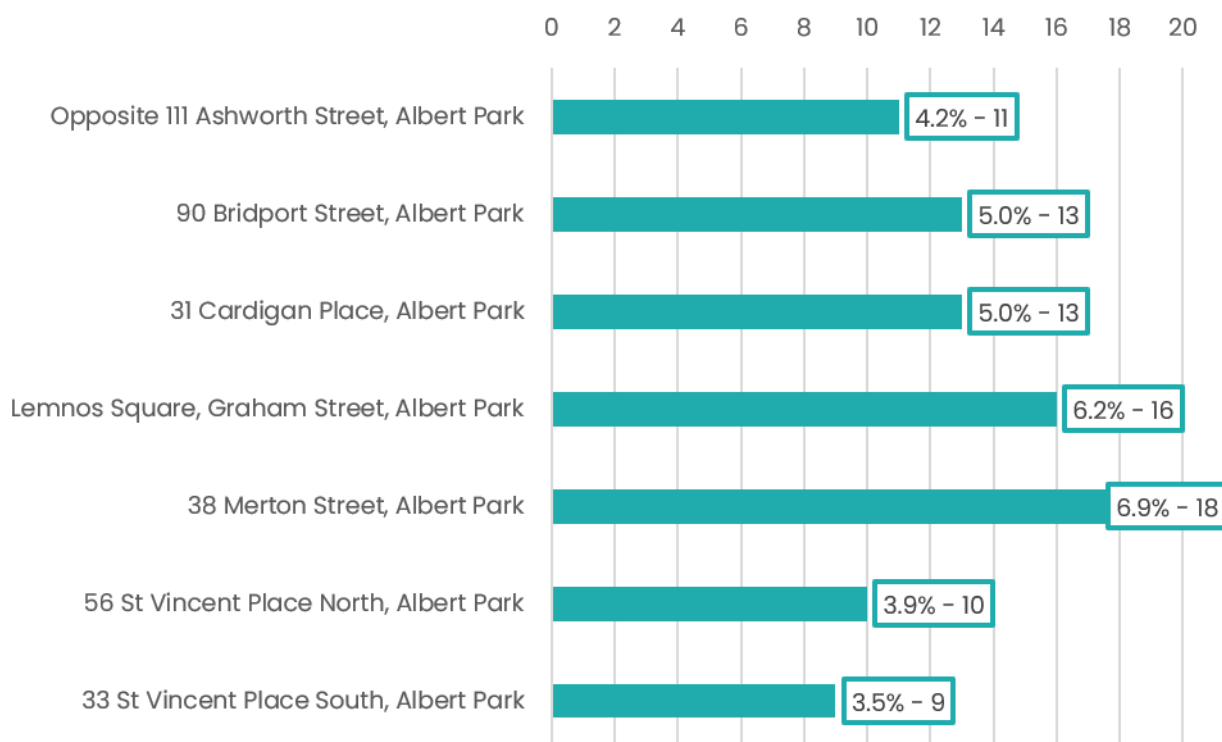


Figure 6: Number of respondents for each of the sites proposed in Albert Park (90 responses)

SUPPORT LEVELS

Through our map activity, community members could declare a level of support for each of the sites they selected.

Proposed location	I don't like it at all	I'm not convinced	I don't mind	I like it	I love it	Written feedback (Survey and customer service channels)
Opposite 111 Ashworth Street, Albert Park 11 responses	1 (9.1%)	1 (9.1%)	0 (0%)	1 (9.1%)	6 (54.5%)	2 (18.2%)
90 Bridport Street, Albert Park 13 responses	2 (15.4%)	3 (23.1%)	1 (7.7%)	2 (15.4%)	4 (30.8%)	1 (7.7%)
31 Cardigan Place, Albert Park 13 responses	1 (7.7%)	1 (7.7%)	1 (7.7%)	2 (15.4%)	3 (23.1%)	5 (38.5%)
Lemnos Square, Graham Street, Albert Park 16 responses	0 (0%)	0 (0%)	2 (12.5%)	3 (18.8%)	7 (43.8%)	4 (25%)

38 Merton Street, Albert Park 18 responses	3 (16.7%)	1 (5.6%)	1 (5.6%)	0 (0%)	4 (22.2%)	9 (50%)
56 St Vincent Place North, Albert Park 10 responses	0 (0%)	2 (20%)	0 (0%)	1 (10%)	5 (50%)	2 (20%)
33 St Vincent Place South, Albert Park 9 responses	0 (0%)	1 (11.1%)	0 (0%)	2 (22.2%)	4 (44.4%)	2 (22.2%)

Table 1: Level of support for each of the sites proposed in Albert Park (90 responses)

The sentiment of the written feedback that was received through the online survey or via Council's customer service channels were as follows:

- All the comments about site **Opposite 111 Ashworth Street** (2 responses) were classified as "Support"
- All the comments about site at **90 Bridport Street** (1 response) were classified as "Support"
- Most of the comments about site at **31 Cardigan Place** (4 responses or 80%) were classified as "Oppose"
- Most of the comments about site at **Lemnos Square in Graham Street** (3 responses or 75%) were classified as "Support"
- Most of the comments about site at **38 Merton Street** (7 responses or 77.8%) were classified as "Oppose"

- The comments about site at **56 St Vincent Place North** (1 response each) were split evenly with one classified as “Support” and the other classified as “Oppose”
- The comments about site at **33 St Vincent Place South** (1 response each) were split evenly with one classified as “Support” and the other classified as “Oppose”

RELATIONSHIP TO THE SITES

When a respondent completed our online map activity or participated in an activity at a pop up, community members could tell us their relationship to the area to help us understand the context of their responses.

It is worth noting, feedback came predominantly from respondents with a direct connection to the proposed locations, either as residents of the street or of the nearby area. No respondents reported rarely or never visiting the area.

Proposed location	I live on this street	I live nearby	I'm here most days	I come here occasionally	Rarely or never	Other
Opposite 111 Ashworth Street, Albert Park 9 responses	1 (11.1%)	6 (66.7%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
90 Bridport Street, Albert Park 12 responses	1 (8.3%)	8 (66.7%)	1 (8.3%)	0 (0%)	0 (0%)	0 (0%)

31 Cardigan Place, Albert Park 8 responses	0 (0%)	4 (50%)	0 (0%)	1 (12.5%)	0 (0%)	0 (0%)
Lemnos Square, Graham Street, Albert Park 12 responses	1 (8.3%)	7 (58.3%)	0 (0%)	2 (16.7%)	0 (0%)	0 (0%)
38 Merton Street, Albert Park 9 responses	4 (44.4%)	4 (44.4%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
56 St Vincent Place North, Albert Park 8 responses	0 (0%)	6 (75%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
33 St Vincent Place South, Albert Park 7 responses	0 (0%)	4 (57.1%)	0 (0%)	1 (14.3%)	0 (0%)	0 (0%)

Table 2: Respondents relationships to each of the sites proposed in Albert Park (90 responses)

WRITTEN FEEDBACK

Through all our activities, community members could provide free text feedback about the proposed locations. The free text responses were themed with many touching on multiple themes. Those themes have been collated and summarised for each of the sites below.

Proposed location	Key themes	Examples of comments
Opposite 111 Ashworth Street, Albert Park 7 responses	5 responses (71.4%) included recommendations for locations in addition to the spot at Ashworth Street including the Domain Precinct, Nimmo Street in Middle Park or next to the St Kilda Bowls Club. 2 responses (28.6%) expressed their support for the location and discussed the need to support residents without home chargers.	<i>"We need another site in Middle Park or two that is closer to the beach end of the suburb. This spot already has a ride share car parking spot there so is ideal."</i> <i>"Great idea and the location information that I observed (on Ashworth Street Albert Park) seemed a thoughtful positioning as it is adjacent to the large public housing facility on Beaconsfield Parade"</i>
90 Bridport Street, Albert Park 8 responses	4 responses (50%) included positive comments endorsing the proposed site. 2 responses (25%) used the space to discuss the geographic disparity of the proposed sites overall	<i>"Good idea usually done parking spots here"</i> <i>"I actually think all the locations are great but how about just ONE in South Melbourne??? James Service Place would be a good"</i>

	mentioning the lack of sites in South Melbourne. 1 response (12.5%) discussed some concerns regarding the loss of on-street parking	<i>option. Wide street, plenty of space!"</i> <i>"The downside is that these parking places are already heavily used right through the day, for those visiting the surrounding shops/cafes. If people were leaving their cars charging for long periods, it could impact on the availability for others."</i>
31 Cardigan Place, Albert Park 6 responses	4 responses (66.7%) discussed concerns about the loss of on-street parking as a key rationale point for their opposition to this site. 2 responses (33.3%) raised more explicit concerns of equity as permit-paying residents would lose access to parking.	<i>I wish to voice my objection to the proposed electric vehicle (EV) charging station at 31 Cardigan Place, Albert Park. There will be less parking available for residents at Cardigan Place. Due to the primary school across the road, parking is often difficult on Cardigan Place."</i> <i>"Residents need a breather from continually paying for non residents."</i> <i>"To lose yet more parking spaces due to the installation of an electric vehicle charging station in Cardigan Place Albert Park is</i>

		<i>intolerable. We urge you to re-consider."</i>
Lemnos Square, Graham Street, Albert Park 7 responses	5 responses (71.4%) included positive comments endorsing the proposed site. 3 responses (42.9%) included recommendations for locations in addition to the spot at Lemnos Square including on Reed Street, Barret Street, Richardson Street and Victoria Avenue. 1 response said the site needed a fast charger due to the nature of it being near an activity centre.	<i>"Lots of people come here for the cafe, theatre and to use the park. Great option to charge while visiting"</i> <i>"Closest to my house although not close enough"</i> <i>"Needs to be a fast charger otherwise it will be only used by 1 or 2 cars for the entire day. a faster charger means more people can use them."</i>
38 Merton Street, Albert Park 13 responses	9 responses (69.2%) discussed concerns about the loss of on-street parking as a key rationale point for their opposition to this site. 4 of those raised more explicit concerns of equity as permit-paying residents would lose access to parking. 5 responses (38.5%) questioned the sites	<i>"We pay a significant amount for parking permits in this street and have recently had COPP agree to restrict the parking to permanently one hour due to crowded parking in the street. Reducing 2 spaces for non area 25 permits would just have the parking used by people attending the cafes and shops for longer which is what the recent restriction was done to avoid."</i>

	suitability to EV charging even with some supporting the program overall. 5 responses (38.5%) also raised questions about the demand and evidence that would designate the need or desire for local chargers.	<i>"While I support the broader transition to electric vehicles and the provision of charging infrastructure across the municipality, I strongly oppose the selection of this specific location on the basis that it will have significant and demonstrable adverse impacts on local amenity, parking availability, surrounding businesses and access to critical telecommunications infrastructure"</i> <i>"My disquiet is also directed towards the failure of the Council to sufficiently undertake research into the issues of the need and location of EV charging stations in general, including how their installation would affect local parking, residents' rights and the ambience of heritage areas."</i>
56 St Vincent Place North, Albert Park 6 responses	3 responses (50%) included positive comments endorsing the proposed site. 3 responses (50%) suggested alternative sites with 2 suggesting having a	<i>"The adjacent gardens offer a pleasant place to do other things while your ev is charging."</i> <i>"Rather than 2 chargers on St Vincent Place I think it would be worth considering some spaces in</i>

	charger near the South Melbourne Market Precinct. The other response suggested it would be more appropriate to have the charger on the park side of the street so it doesn't impact the heritage value of the street.	<i>the market vicinity such as near Sol Green Reserve or along Dorcas or Coventry Sts (non market side of Ferrars St)"</i> <i>"As a viable alternative, it would be worthwhile considering that the placement of the two EV chargers be on the park side of St Vincent Place North and St Vincent Place South rather than the Heritage Listed streetscape of the buildings side."</i>
33 St Vincent Place South, Albert Park 4 responses	3 responses (75%) included positive comments endorsing the proposed site. Similar to St Vincent Place North, 1 response suggested it would be more appropriate to have the charger on the park side of the street so it doesn't impact the heritage value of the street.	<i>"I would potentially use this"</i> <i>"I live in Middle Park and am very happy with all of the proposed locations in Middle Park, Albert Park and St Kilda West. The more the better."</i> <i>"Given the very significant Heritage Value of St Vincent Place North and South, it is probably best that the EV chargers do not form part of the building streetscape of both St Vincent Place North and St Vincent Place South."</i>

Table 3: Summaries of respondent comments for each of the sites in Albert Park (51 responses)



Balaclava:

There was 1 proposed location in Balaclava and it received 13 responses. Please note, the percentage is marked against the total number of respondents (259 total across all locations)

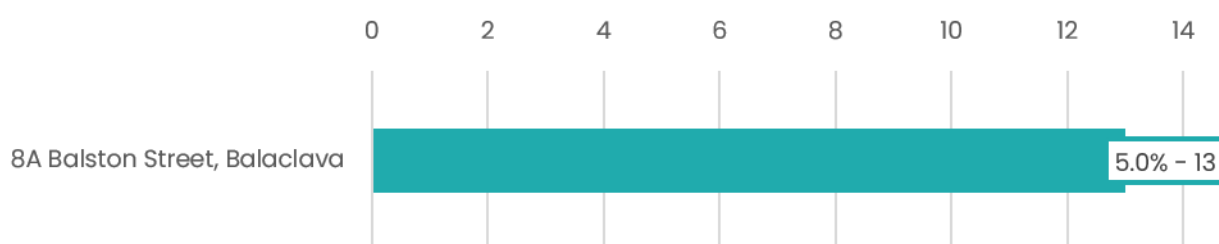


Figure 7: Number of respondents for the site proposed in Balaclava (13 responses)

SUPPORT LEVELS

Through our map activity, community members could declare a level of support for each of the sites they selected.

Proposed location	I don't like it at all	I'm not convinced	I don't mind	I like it	I love it	Written feedback (Survey and customer service channels)
8A Balston Street, Balaclava 13 total responses	4 (30.8%)	1 (7.7%)	0 (0%)	0 (0%)	2 (15.4%)	6 (46.2%)

Table 4: Level of support for the site proposed in Balaclava (13 responses)

The sentiment of the written feedback that was received through the online survey or via Council's customer service channels were as follows

- Most of the comments about site at **8A Balston Street, Balaclava** (5 responses or 83.3%) were classified as "Oppose"

RELATIONSHIP TO THE SITES

When a respondent completed our online map activity or participated in an activity at a pop up, community members could tell us their relationship to the area to help us understand the context of their responses.

All responses came from respondents with a direct connection to the proposed locations, either as residents of Balston Street or of the nearby area.

Proposed location	I live on this street	I live nearby	I'm here most days	I come here occasionally	Rarely or never	Other
8A Balston Street, Balaclava 7 responses	4 (57.1%)	3 (42.9%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

Table 5: Respondents relationships to the site proposed in Balaclava (7 responses)

WRITTEN FEEDBACK

Through all our activities, community members could provide free text feedback about the proposed locations. The free text responses were themed with many touching on multiple themes. Those themes have been collated and summarised for each of the sites below.

Proposed location	Key themes	Examples of comments
8A Balston Street, Balaclava 13 responses	7 responses (53.8%) discussed concerns that the EV charging bays will reduce already limited parking availability on Balston Street. 7 responses (53.8%) also discussed alternative locations including Williams Street, Orange Grove, near Hewison Reserve. 4 of these responses suggested that, if this was chosen to proceed, the site be moved further up to number 2 Balston Street instead. 6 responses (46.2%) raised concerns regarding potential traffic and safety risks if the charger was installed at this site.	<i>"The proposal would have a disproportionate impact on a street that already experiences significant pressure on available parking and has a particularly sensitive environment due to the presence of a childcare facility."</i> <i>"A more appropriate alternative would be to place the charging station one street over in Orange Gve near Hewison Reserve. A location adjacent to the public park would appear to be better suited to public charging, as it is associated with a public-use destination rather than being placed within an already congested residential parking area."</i>

		<i>"Suggest new EV space is moved to outside #2 Balston street or Orange Grove very close to Inkerman st on the Hewison Reserve side."</i> <i>"That end of the street is no entry but putting a charger just past the sign, is likely to encourage people to break this rule, as is common."</i>
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Table 6: Summaries of respondent comments for the site proposed in Balaclava (13 responses)

Elwood

There were 3 proposed locations in Elwood and they received 24 responses across them. The number of times each site was selected for comment is outlined below.

Please note, the percentage is marked against the total number of respondents (259 total across all locations)

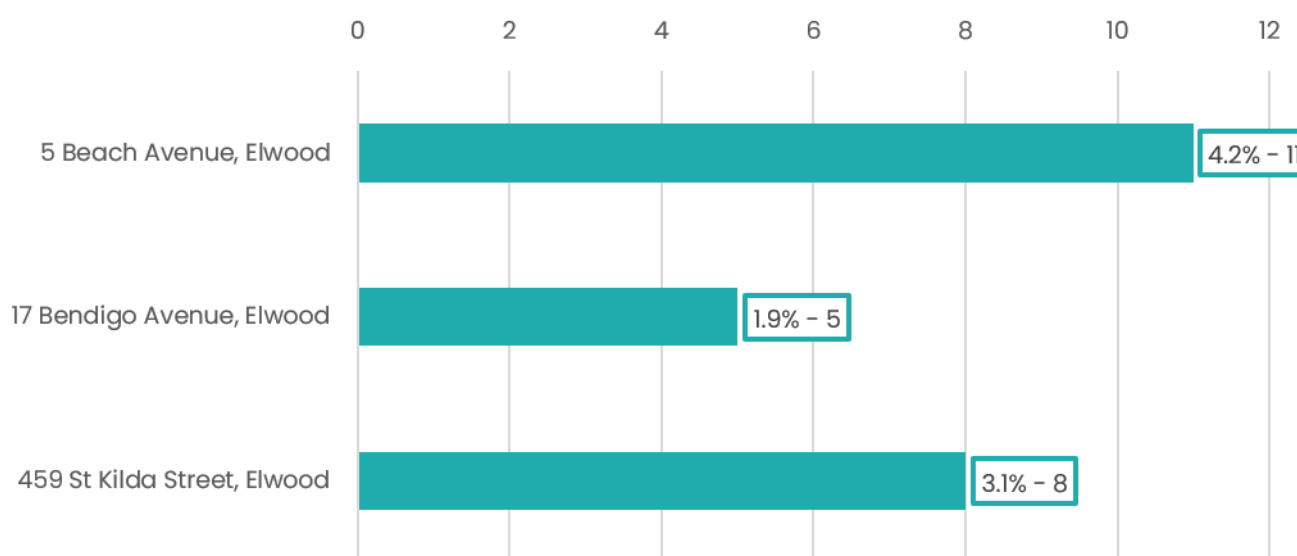


Figure 8: Number of respondents for each of the sites proposed in Elwood (24 responses)

SUPPORT LEVELS

Through our map activity, community members could declare a level of support for each of the sites they selected.

Proposed location	I don't like it at all	I'm not convinced	I don't mind	I like it	I love it	Written feedback (Survey and customer service channels)
5 Beach Avenue, Elwood 11 total responses	0 (0%)	1 (9.1%)	0 (0%)	0 (0%)	5 (45.5%)	5 (45.5%)
17 Bendigo Avenue, Elwood 5 total responses	2 (40%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)	2 (40%)
459 St Kilda Street, Elwood 8 total responses	2 (25%)	0 (0%)	0 (0%)	0 (0%)	3 (37.5%)	3 (37.5%)

Table 7: Level of support for each of the sites proposed in Elwood (24 responses)

The sentiment of the written feedback that was received through the online survey or via Council's customer service channels were as follows

- All the comments about site at **5 Beach Avenue** (5 responses) were classified as "Oppose"

- The comments about site at **17 Bendigo Avenue** (1 response each) were split evenly with one classified as “Neutral/Seeking information” and the other classified as “Oppose”
- Most of the comments about site at **459 St Kilda Street** (2 responses or 66.7%) were classified as “Oppose”

RELATIONSHIP TO THE SITES

When a respondent completed our online map activity or participated in an activity at a pop up, community members could tell us their relationship to the area to help us understand the context of their responses.

Most responses came from respondents with a direct connection to the proposed locations, either as residents of the street or of the nearby area. The one exception was an individual who marked “other” for their relationship to the St Kilda Street site. Within the free text they clarified that they live directly opposite the proposed site.

Proposed location	I live on this street	I live nearby	I’m here most days	I come here occasionally	Rarely or never	Other
5 Beach Avenue, Elwood 6 responses	1 (16.7%)	5 (83.3%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
17 Bendigo Avenue, Elwood 3 responses	3 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

459 St Kilda Street, Elwood 5 responses	2 (40%)	2 (40%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)
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Table 8: Respondents relationships to each of the sites proposed in Elwood (14 responses)

WRITTEN FEEDBACK

Through all our activities, community members could provide free text feedback about the proposed locations. The free text responses were themed with many touching on multiple themes. Those themes have been collated and summarised for each of the sites below.

Proposed location	Key themes	Examples of comments
5 Beach Avenue, Elwood 10 responses	6 responses (60%) discussed concerns that the EV charging bays will reduce already limited parking availability in the area. 4 responses (40%) included positive comments endorsing the proposed site. However, another 4 responses (40%) thought the site was not appropriate even though	<i>"Parking in Beach Avenue is already under significant pressure due to the proximity of Ormond Road, the beach and surrounding recreational areas (especially in the summer months). Residents regularly experience difficulty finding parking near their homes, and dedicating another parking space to EV charging will further reduce the limited parking available."</i> <i>"I own a Unit at [REDACTED] Beach Ave, and an EV with no easy external</i>

	some supported EV charging overall.	<i>power access. I would definitely use a charger at thus location"</i> <i>"I support the expansion of electric vehicle infrastructure across the City of Port Phillip and recognise the importance of transitioning to lower-emission transport. However, I am deeply concerned and outraged that this particular location has ever been considered as appropriate and ask Council to urgently reconsider the proposed siting."</i>
17 Bendigo Avenue, Elwood 5 responses	3 responses (60%) discussed concerns that the EV charging bays will reduce already limited parking availability in the area. 2 responses (40%) posed questions about how the bays would function and be managed operationally. Another 2 responses (20%) had feedback on the technical performance	<i>"This street (and side of the street) is already suffering from a lack of space. Council have ALREADY added a disabled parking permit at the cnr of Ormond Esp & Bendigo for an unauthorised resident use (they live in a building that is not allowed parking permits but somehow are allowed to dictate to council they get a spot to themselves!) Stop taking our parks. This will only cause greater issues for space, and bring additional traffic to the street that is unnecessary."</i> <i>"Who will be maintaining this equipment and ensuring it is safe/compliant."</i>

	requirements of the chargers.	<i>"This the perfect spot for a charger. Thanks to CPP for this great initiative. My only feedback is that 22 kW is a lower power. 50 kW allows meaningful charge and enables drivers to move on faster."</i>
459 St Kilda Street, Elwood 8 responses	3 responses (37.5%) included positive comments endorsing the proposed site. 3 responses (37.5%) said they would prefer for the chargers to be installed near public destinations such as the Ormond Road shopping strip or in the carpark behind the Bay street shops rather than outside homes. 3 responses (37.5%) discussed concerns that the EV charging bays will reduce already limited parking availability in the area.	<i>"I live in an apartment block nearby in St Kilda St, I already have an EV and I do not have a way to charge it at home."</i> <i>"EV charging should be placed on the Ormond road shopping strip which is largely 1hr parks."</i> <i>"In the first instance parking is already at a premium due to volumes of people visiting Elsternwick park on the opposite side of the street and the number of neighbouring flat occupiers who take up car spaces on St Kilda Street . The Yalukit Willam Nature Reserve, due to be opened to the public soon will only exacerbate the current lack of car spaces."</i>

Table 9: Summaries of respondent comments for each of the sites in Elwood (23 responses)

Middle Park:

There were 3 proposed locations in Middle Park and they received 28 responses across them. The number of times each site was selected for comment is outlined below with the percentage marked against the total number of respondents (259 total across all locations)

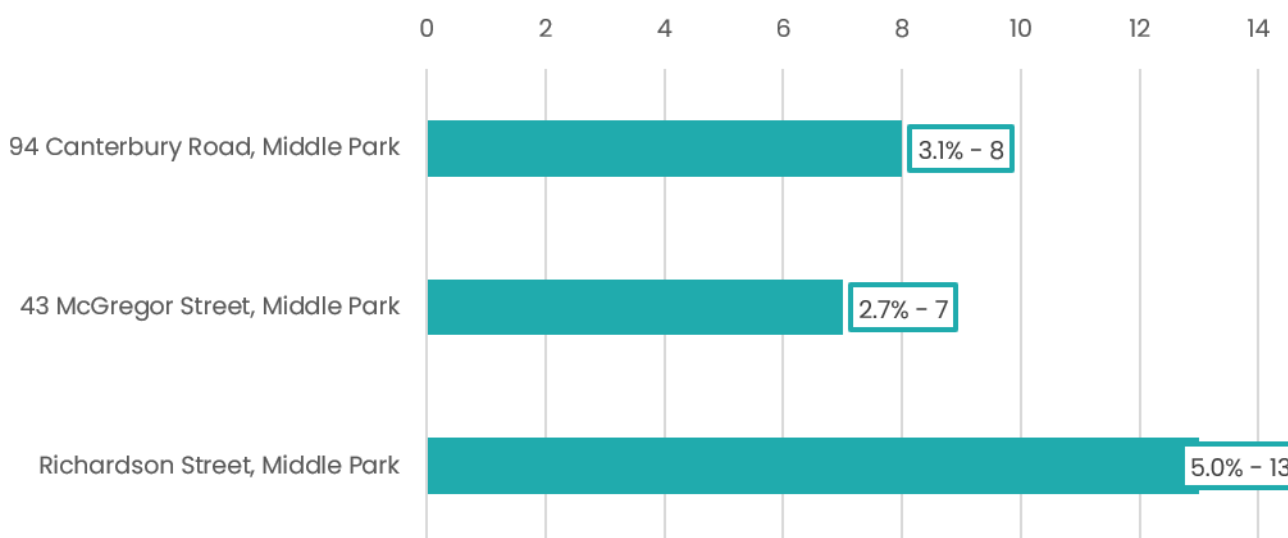


Figure 9: Number of respondents for each of the sites proposed in Middle Park (28 responses)

On Thursday 20 August 2026, Council were alerted to a typo within the map survey stating a proposed site would be at 340 Richardson Street instead of 291 Richardson Street.

Recognising the confusion this may have caused for community members, nearby affected residents were contacted via letterbox drop and provided an additional opportunity to provide feedback via the project email for an additional two weeks after the consultation closed. All data for Richardson Street has been collated, analysed and themed collectively.

SUPPORT LEVELS

Through our map activity, community members could declare a level of support for each of the sites they selected.

Proposed location	I don't like it at all	I'm not convinced	I don't mind	I like it	I love it	Written feedback (Survey and customer service channels)
94 Canterbury Road, Middle Park 8 total responses	1 (12.5%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	7 (87.5%)
43 McGregor Street, Middle Park 7 total responses	2 (28.6%)	0 (0%)	1 (14.3%)	1 (14.3%)	1 (14.3%)	2 (28.6%)
Richardson Street, Middle Park 13 total responses	5 (38.5%)	0 (0%)	0 (0%)	0 (0%)	1 (7.7%)	7 (53.8%)

Table 10: Level of support for each of the sites proposed in Middle Park (28 responses)

The sentiment of the written feedback that was received through the online survey or via Council's customer service channels were as follows:

- Most of the comments about site at **94 Canterbury Road** (5 responses or 71.4%) were classified as “Oppose”
- The comments about site at **43 McGregor Street** (1 response each) were split evenly with one classified as “Support” and the other classified as “Oppose”
- Most of the comments about site at **Richardson Street** (6 responses or 85.7%) were classified as “Oppose”

RELATIONSHIP TO THE SITES

When a respondent completed our online map activity or participated in an activity at a pop up, community members could tell us their relationship to the area to help us understand the context of their responses.

For the McGregor Street and Richardson Street sites, most responses came from respondents with a direct connection to the proposed locations. These included people who either identified as residents of the street or of the nearby area.

For the Canterbury Road site, the only respondent who completed the map exercise told us they are rarely or never at the Canterbury Road site.

Proposed location	I live on this street	I live nearby	I'm here most days	I come here occasionally	Rarely or never	Other
94 Canterbury Road, Middle Park 1 response	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)
43 McGregor	2 (40%)	2 (40%)	1 (20%)	0 (0%)	0 (0%)	0 (0%)

Street, Middle Park 5 responses						
Richardson Street, Middle Park 6 responses	5 (83.3%)	1 (16.7%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

Table 11: Respondents relationships to each of the sites proposed in Middle Park (12 responses)

WRITTEN FEEDBACK

Through all our activities, community members could provide free text feedback about the proposed locations. The free text responses were themed with many touching on multiple themes. Those themes have been collated and summarised for each of the sites below.

Proposed location	Key themes	Examples of comments
94 Canterbury Road, Middle Park 8 responses	2 responses (25%) raised concerns that the EV charging bays will reduce already limited parking availability in the area. 2 responses (25%) also shared concerns regarding potential traffic and safety risks if the charger was	<i>"The residents at present must compete with non locals, who park and go to the shopping centre, coffee, breakfast and lunch, go to the city, go to the albert park for sport, walking dogs exercise"</i> <i>"Perhaps the critical problem is that CANTERBURY ROAD is a declared MAIN ARTERIAL ROAD carrying heavy traffic past the proposed two charging stations and on a main cycling</i>

	installed at this site. Another 2 discussed similar concerns that the installation would impact the heritage and character of the site.	<i>commuter path. It is utterly unsafe to have cars jockeying for position and waiting and pulling in and out of lanes on an arterial road."</i> <i>"Heritage overlay, serious problem. 92 to 98 canterbury rd is the oldest terrace block in Middle Park and must be preserved."</i>
43 McGregor Street, Middle Park 7 responses	3 responses (42.9%) included positive comments endorsing the proposed site. 2 responses (28.6%) requested a clearer and more transparent explanation on how the site was selected.	<i>"Considering getting an ev and this will be very convenient"</i> <i>"I feel the charging sites at McGregor and Richardson are very close together. Why can't there be charging available in Fraser street. How have these locations been chosen and how are they equally dispersed?"</i>
Richardson Street, Middle Park 13 responses	8 responses (61.5%) raised concerns that the EV charging bays will reduce already limited parking availability in the area. 3 responses (23.1%) also shared concerns regarding potential traffic and safety risks if the charger was	<i>"There is currently insufficient parking for existing residents who on average have 2 vehicles per household. In addition there are some nearby elderly residents who require parking and would have their ease of access impacted."</i> <i>"Although we support EV usage and may well purchase an EV ourselves in the future, the idea of a "service station for general public" in an already busy</i>

	installed at this site. Another 3 discussed similar concerns that the installation would impact the residential amenity of nearby homes.	<i>street from traffic dodging Canterbury rd is not the best solution."</i> <i>"The proposed location will materially reduce resident amenity and security, further increase parking constraints and create additional road safety and resident hazards."</i>
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Table 12: Summaries of respondent comments for each of the sites in Middle Park (28 responses)

Port Melbourne

There were 7 proposed locations in Port Melbourne and they received 64 responses across them. The number of times each site was selected for comment is outlined below.

Please note, the percentage is marked against the total number of respondents (259 total across all locations)

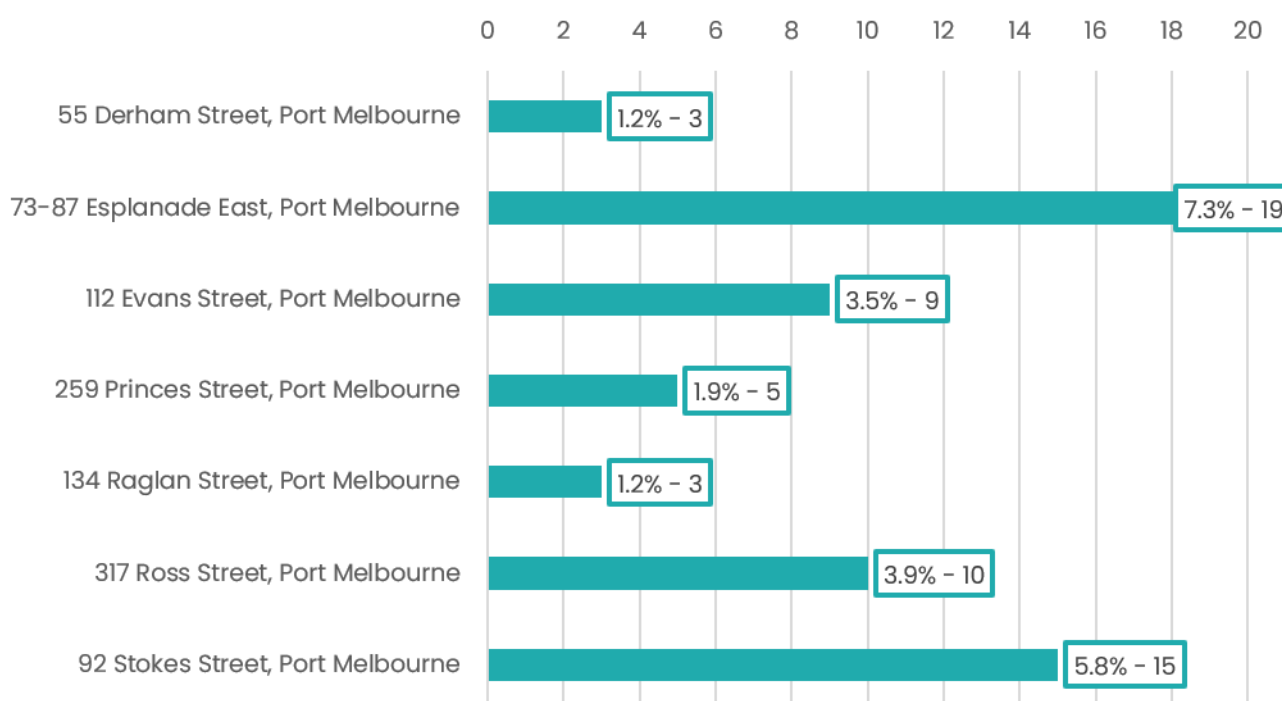


Figure 10: Number of respondents for each of the sites proposed in Port Melbourne (64 responses)

SUPPORT LEVELS

Through our map activity, community members could declare a level of support for each of the sites they selected.

Proposed location	I don't like it at all	I'm not convinced	I don't mind	I like it	I love it	Written feedback (Survey and customer service channels)
55 Derham Street, Port Melbourne 3 total responses	0 (0%)	0 (0%)	0 (0%)	1 (33.3%)	2 (66.7%)	0 (0%)
73-87 Esplanade East, Port Melbourne 19 total responses	1 (5.3%)	0 (0%)	1 (5.3%)	2 (10.5%)	11 (57.9%)	4 (21.1%)
112 Evans Street, Port Melbourne 9 total responses	3 (33.3%)	1 (11.1%)	0 (0%)	0 (0%)	3 (33.3%)	2 (22.2%)
259 Princes Street, Port Melbourne	0 (0%)	0 (0%)	0 (0%)	1 (20%)	3 (60%)	1 (20%)

5 total responses						
134 Raglan Street, Port Melbourne	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (100%)	0 (0%)
3 total responses						
317 Ross Street, Port Melbourne	0 (0%)	0 (0%)	0 (0%)	1 (10%)	5 (50%)	4 (40%)
10 total responses						
92 Stokes Street, Port Melbourne	8 (53.3%)	0 (0%)	0 (0%)	0 (0%)	4 (26.7%)	3 (20%)
15 total responses						

Table 13: Level of support for each of the sites proposed in Port Melbourne (64 responses)

The sentiment of the written feedback that was received through the online survey or via Council's customer service channels were as follows:

- No responses were provided for the site at **55 Derham Street**.
- Most of the comments about site at **73-87 Esplanade East** (3 responses or 75%) were classified as "Support"
- The comments about site at **112 Evans Street** (1 response each) were split evenly with one classified as "Support with Concerns" and the other classified as "Oppose"
- All the comments about site at **259 Princes Street** (1 response) were classified as "Oppose"

- No responses were provided for the site at **134 Raglan Street**.
- All the comments about site at **317 Ross Street** (4 responses) were classified as “Support”
- All the comments about site at **92 Stokes Street** (3 responses) were classified as “Oppose”

RELATIONSHIP TO THE SITES

When a respondent completed our online map activity or participated in an activity at a pop up, community members could tell us their relationship to the area to help us understand the context of their responses. Please note, 1 person at the pop up completed the activity and commented on all sites did not provide this information.

Most responses came from respondents with a direct connection to the proposed locations, either as residents of the street or of the nearby area.

There were a few exceptions including:

- 1 respondent who commented on the Esplanade East and Stokes Street sites who said they visited them occasionally.
- 1 respondent who marked “other” for their relationship to the Evans Street site. Within the free text they clarified that they are next door to the charging site.

Proposed location	I live on this street	I live nearby	I’m here most days	I come here occasionally	Rarely or never	Other
55 Derham Street, Port Melbourne 3 responses	0 (0%)	2 (66.7%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

73-87 Esplanade East, Port Melbourne 15 responses	3 (20%)	10 (66.7%)	0 (0%)	1 (6.7%)	0 (0%)	0 (0%)
112 Evans Street, Port Melbourne 7 responses	4 (57.1%)	1 (14.3%)	0 (0%)	0 (0%)	0 (0%)	1 (14.3%)
259 Princes Street, Port Melbourne 4 responses	0 (0%)	2 (50%)	1 (25%)	0 (0%)	0 (0%)	0 (0%)
134 Raglan Street, Port Melbourne 3 responses	0 (0%)	2 (66.7%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
317 Ross Street, Port Melbourne 6 responses	0 (0%)	5 (83.3%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

92 Stokes Street, Port Melbourne 12 responses	9 (75%)	1 (8.3%)	0 (0%)	1 (8.3%)	0 (0%)	0 (0%)
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Table 14: Respondents relationships to each of the sites proposed in Port Melbourne (50 responses)

WRITTEN FEEDBACK

Through all our activities, community members could provide free text feedback about the proposed locations. The free text responses were themed with many touching on multiple themes. Those themes have been collated and summarised for each of the sites below.

Proposed location	Key themes	Examples of comments
55 Derham Street, Port Melbourne 1 response	The only response for this site suggested moving the site or adding another south of the Bridge St intersection.	<i>"I like this location however would suggest either moving it or adding another to the south of the Bridge St intersection. There are a number of proposed changing stations to the north of Bridge St, and placing some just south, especially in the closed off end of Derham St would be beneficial"</i>
73-87 Esplanade East, Port Melbourne	10 responses (66.7%) included positive comments endorsing the proposed site.	<i>"Really thrilled that this is coming into the Port Melbourne area. As a resident, the Esplanade East location is brilliant and will definitely be used."</i>

15 responses	7 responses (46.7%) mentioned they support the chargers because some residents cannot install private charging. 4 responses (26.7%) discussed the need for more chargers and the need to expand the program. 2 responses (13.3%) raised concerns that the EV charging bays will reduce already limited parking availability in the area. One of those responses also raised some worries that the installation would also cause for 2 recently planted new trees to be removed to accommodate the EV charging infrastructure.	<i>"The apartments at 174 (across road) have no EV charging facilities but have a number of EV and plug in hybrid vehicles. This is an excellent location to cover the local needs"</i> <i>"As more people transition to electric vehicles or plug-in hybrids, a small number of nearby chargers is unlikely to be enough. If charging access is limited or inconvenient, it may discourage residents from moving away from petrol or diesel vehicles."</i> <i>"Aside from the obvious ridiculousness, which will mean two of these new trees planted only today would have to be removed to accommodate these, I'd like to know who on earth proposed this site? ... In addition, this part of Esplanade East, is always in demand for parking and residents often have to park streets away, especially at night and in Summer. These stations might only be taking two spots but would encourage more traffic in the area from those that don't live here!"</i>
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112 Evans Street, Port Melbourne 5 responses	3 responses (60%) suggested alternative sites including: - the other side of Evans Steet (next to the park) - at the car park at the end of Evans Street near Graham Street - the car park opposite the North Port Hotel - at the skate park near Graham Street - along the railway line on Station Street. 2 responses (40%) raised concerns that the EV charging bays will reduce already limited parking availability in the area. 2 responses (40%) raised concerns about potential security and safety impacts of people gathering near homes.	<i>"There are many sensible alternatives – the other side of Evans Steet (next to the park), the car park opposite the North Port Hotel, by the skate park near Graham Street, or along the railway line on Station Street. It just doesn't make sense to put them right where people live"</i> <i>"Of more concern is the security problem. Presumably the charging stations would be available 24/7. This means that all kinds of people would be hanging around our house at night and in the small hours of the morning. This is not an acceptable level of security risk – let alone the potential for noise and general disruption round the clock."</i> <i>"Parking is already hard to find. We pay for our parking permits, and this dedicated EV parking space in this location takes away our need to park close to our home."</i>
259 Princes Street, Port Melbourne	There were no dominant themes amongst feedback for this site:	<i>"I must strongly object to this, this is directly outside our bedroom, and would create noise at all times of the day and night, secondly This area is used to park our vehicles,</i>

3 responses	1 response discussed concerns about the loss of parking, impacts to residential amenity and increased noise because of the installation. 1 response discussed that we should reconsider the type of carparks we choose for all sites we install the chargers at. 1 response said it would be more appropriate to have the charger on Station Street rather than Princes Street.	<i>and none are Electric, obviously our cars would have to park over the road, and they would be damaged by the unfortunate type we now have either living or frequenting the area."</i> <i>"nose in parking better suits all EV charging port locations."</i> <i>"I think charging on Station St is a better idea, it's a more common park that people use."</i>
134 Raglan Street, Port Melbourne 0 responses	No responses were provided for the site at 134 Raglan Street.	<i>N/A</i>
317 Ross Street, Port Melbourne 7 responses	5 responses (71.4%) included positive comments endorsing the proposed site. 2 responses (28.6%) suggested alternative sites alongside their support for	<i>"317 Ross st, Port Melbourne is a perfect location. This will allow myself and other residents to charge at home. We have no access to home charging."</i>

	this site including on Ingles St Opposite North Port Oval and on Munro Street Port Melbourne.	<i>"Big YES to 317 Ross Street, Port Melbourne. All residents will be very happy for this."</i> <i>"Location: on Ingles St Opposite North Port Oval. Accessible by over 500 residents living at Ingles Street Estate."</i>
92 Stokes Street, Port Melbourne 12 responses	8 responses (66.7%) raised concerns that the EV charging bays will reduce already limited parking availability in the area. Of those, 5 responses (41.7%) raised more explicit concerns of equity as permit-paying residents would lose access to parking. 6 responses (50%) raised concerns regarding potential traffic and safety risks if the charger was installed at this site.	<i>"This proposed area is nearly always used by residents on the street between Graham St and Church St and we have been purchasing permits for years. This will create increased competition for the remaining parking."</i> <i>"There is already limited parking for residents and we feel that this would create more traffic, more congestion and less parking availability for residents."</i> <i>"My bedroom faces the street and I am concerned about the noise and disruption from the potential vehicle traffic movement and the noise from the charger in operation particularly at night."</i>

Table 15: Summaries of respondent comments for each of the sites in Port Melbourne (43 responses)

Ripponlea:

There were 2 proposed locations in Ripponlea and they received 6 responses across them. The number of times each site was selected for comment is outlined below.

Please note, the percentage is marked against the total number of respondents (259 total across all locations)

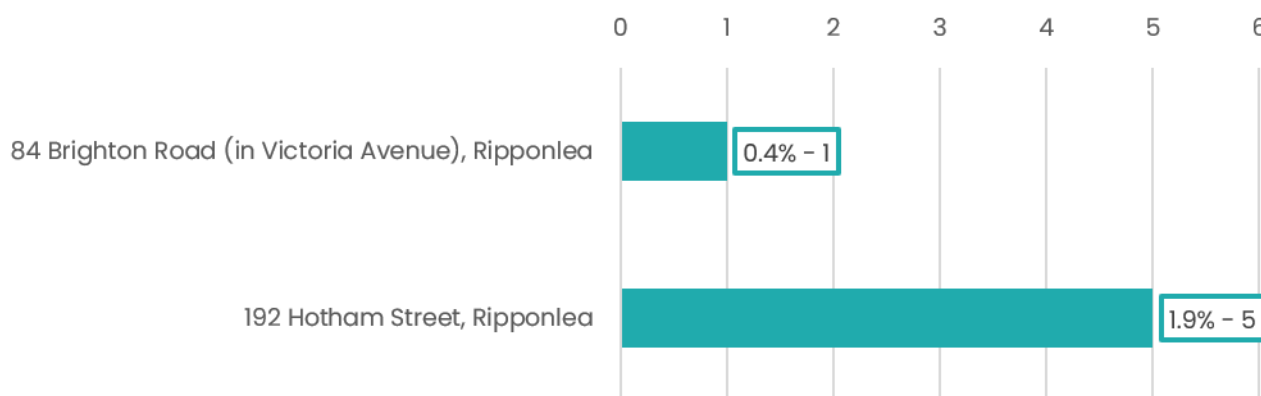


Figure 11: Number of respondents for each of the sites proposed in Ripponlea (6 responses)

SUPPORT LEVELS

Through our map activity, community members could declare a level of support for each of the sites they selected.

Proposed location	I don't like it at all	I'm not convinced	I don't mind	I like it	I love it	Written feedback (Survey and customer service channels)
84 Brighton Road (in Victoria Avenue), Ripponlea	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)

1 total response						
192 Hotham Street, Ripponlea	0 (0%)	0 (0%)	0 (0%)	0 (0%)	4 (80%)	1 (20%)
5 total responses						

Table 16: Level of support for each of the sites proposed in Ripponlea (5 responses)

The sentiment of the written feedback that was received through the online survey or via Council's customer service channels were as follows:

- All the comments about site at **84 Brighton Road** (1 response) were classified as "Support"
- All the comments about site at **192 Hotham Street** (1 response) were classified as "Support"

RELATIONSHIP TO THE SITES

When a respondent completed our online map activity or participated in an activity at a pop up, community members could tell us their relationship to the area to help us understand the context of their responses.

All responses came from respondents with a direct connection to the proposed locations, either as residents of the street or of the nearby area.

Proposed location	I live on this street	I live nearby	I'm here most days	I come here occasionally	Rarely or never	Other
84 Brighton Road (in Victoria Avenue), Ripponlea	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

0 responses						
192 Hotham Street, Ripponlea	2 (50%)	2 (50%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
4 total responses						

Table 17: Respondents relationships to each of the sites proposed in Ripponlea (4 responses)

WRITTEN FEEDBACK

Through all our activities, community members could provide free text feedback about the proposed locations. The free text responses were themed with many touching on multiple themes. Those themes have been collated and summarised for each of the sites below.

Proposed location	Key themes	Examples of comments
84 Brighton Road (in Victoria Avenue), Ripponlea 1 response	The only response for this site included positive comments endorsing the proposed site as well as EV infrastructure overall.	<i>"I strongly support an increase in EV chargers in the municipality. One of the new locations proposed is in Victoria Avenue in Ripponlea and I am happy to support it as a local resident."</i>
192 Hotham Street, Ripponlea 4 responses	All 4 responses included positive comments endorsing the proposed site. Of those, 3 responses (75%) discussed the need to support	<i>"This is outside apartments that do not have EV charging facilities and will not be approved by the Owners Corp. Having a charger on the street</i>

	residents without home chargers.	<i>will enable more than 10 families charge a vehicle"</i> <i>"Yes please to the charger on Hotham Street, my apartment building is across the road from here and we have no off street charging, I'm sure many other buildings in the area are the same."</i>
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Table 18: Summaries of respondent comments for each of the sites in Ripponlea (5 responses)

South Melbourne:

There was 1 proposed location in South Melbourne and it received 4 responses. Please note, the percentage is marked against the total number of respondents (259 total across all locations)

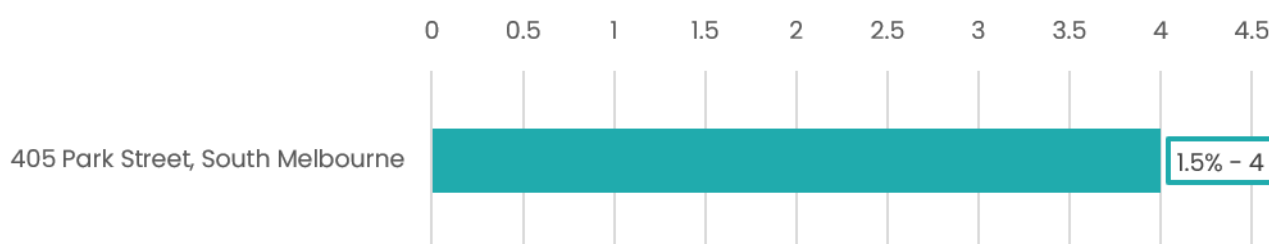


Figure 12: Number of respondents for the site proposed in South Melbourne (4 responses)

SUPPORT LEVELS

Through our map activity, community members could declare a level of support for each of the sites they selected.

Proposed location	I don't like it at all	I'm not convinced	I don't mind	I like it	I love it	Written feedback (Survey and customer service channels)
405 Park Street, South Melbourne 4 responses	0 (0%)	0 (0%)	0 (0%)	2 (50%)	2 (50%)	0 (0%)

Table 19: Level of support for the site proposed in South Melbourne (4 responses)

No responses were provided for the site at **405 Park Street** through the online survey or via Council's customer service channels.

RELATIONSHIP TO THE SITES

When a respondent completed our online map activity or participated in an activity at a pop up, community members could tell us their relationship to the area to help us understand the context of their responses.

All responses came from respondents with a direct connection to the proposed locations, either as residents of Park Street or of the nearby area.

Proposed location	I live on this street	I live nearby	I'm here most days	I come here occasionally	Rarely or never	Other
405 Park Street, South Melbourne 4 responses	1 (25%)	3 (75%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

Table 20: Respondents relationships to the site proposed in South Melbourne (4 responses)

WRITTEN FEEDBACK

Through all our activities, community members could provide free text feedback about the proposed locations. The free text responses were themed with many touching on multiple themes. Those themes have been collated and summarised for each of the sites below.

Proposed location	Key themes	Examples of comments
405 Park Street, South Melbourne	2 responses (50%) suggested alternative sites alongside their support for this site including further up on Park Street, near	<i>"I would like to see some stations in south melbourne near Sol Green reserve on Montague Street or on the other side of Ferrars Street in</i>

4 responses	Sol Green Reserve and on Ferrars Street. 1 response (25%) included a positive comment endorsing the proposed site. 1 response (25%) shared some confusion about the feedback tool and how to comment on the site of their choosing.	<i>South Melbourne near the market area."</i> <i>"I would potentially use this"</i> <i>"I don't get this item - it won't let me enter the location I wish to suggest and comment on."</i>
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Table 21: Summaries of respondent comments for the site proposed in South Melbourne (4 responses)

St Kilda:

There were 4 proposed locations in St Kilda and they received 40 responses across them. The number of times each site was selected for comment is outlined below.

Please note, the percentage is marked against the total number of respondents (259 total across all locations)

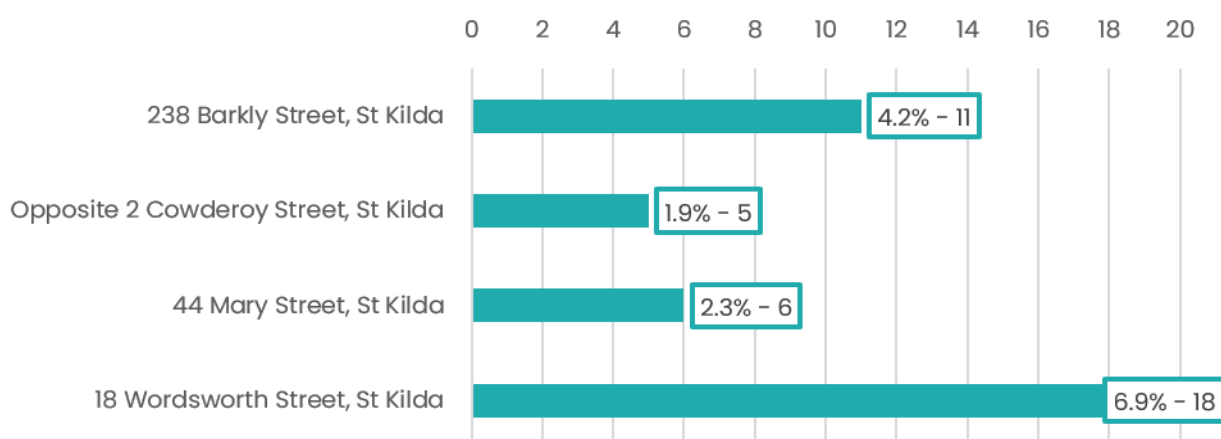


Figure 13: Number of respondents for each of the sites proposed in St Kilda (40 number of responses)

SUPPORT LEVELS

Through our map activity, community members could declare a level of support for each of the sites they selected.

Proposed location	I don't like it at all	I'm not convinced	I don't mind	I like it	I love it	Written feedback (Survey and customer service channels)
238 Barkly Street, St Kilda 11 responses	2 (18.2%)	0 (0%)	0 (0%)	2 (18.2%)	3 (27.3%)	4 (36.4%)
Opposite 2 Cowderoy Street, St Kilda 5 responses	0 (0%)	0 (0%)	0 (0%)	1 (20%)	3 (60%)	1 (20%)
44 Mary Street, St Kilda 6 responses	0 (0%)	0 (0%)	0 (0%)	1 (16.7%)	5 (83.3%)	0 (0%)
18 Wordsworth Street, St Kilda 18 responses	5 (27.8%)	1 (5.6%)	0 (0%)	1 (5.6%)	2 (11.1%)	9 (50%)

Table 22: Level of support for each of the sites proposed in St Kilda (40 responses)

The sentiment of the written feedback that was received through the online survey or via Council's customer service channels were as follows:

- Most of the comments about site at **238 Barkly Street** (3 responses or 75%) were classified as "Support".
- All the comments about site **Opposite 2 Cowderoy Street** (1 response) were classified as "Support".

- No responses were provided for the site at **44 Mary Street**.
- Most of the comments about site at **18 Wordsworth Street** (8 responses or 88.9%) were classified as “Oppose”

RELATIONSHIP TO THE SITES

When a respondent completed our online map activity or participated in an activity at a pop up, community members could tell us their relationship to the area to help us understand the context of their responses.

While many of the responses came from respondents with a direct connection to the proposed locations, either as residents of the street or of the nearby area, this cohort had the highest percentage of visitors comment on the proposed sites across all of the other suburbs.

Proposed location	I live on this street	I live nearby	I'm here most days	I come here occasionally	Rarely or never	Other
238 Barkly Street, St Kilda 7 responses	2 (28.6%)	3 (42.9%)	0 (0%)	1 (14.3%)	0 (0%)	1 (14.3%)
Opposite 2 Cowderoy Street, St Kilda 4 responses	0 (0%)	3 (75%)	0 (0%)	1 (25%)	0 (0%)	0 (0%)
44 Mary Street, St Kilda	0 (0%)	4 (66.7%)	0 (0%)	2 (33.3%)	0 (0%)	0 (0%)

6 responses						
18 Wordsworth Street, St Kilda	6 (66.7%)	2 (22.2%)	0 (0%)	1 (11.1%)	0 (0%)	0 (0%)
9 responses						

Table 23: Respondents relationships to each of the sites proposed in St Kilda (26 responses)

WRITTEN FEEDBACK

Through all our activities, community members could provide free text feedback about the proposed locations. The free text responses were themed with many touching on multiple themes. Those themes have been collated and summarised for each of the sites below.

Proposed location	Key themes	Examples of comments
238 Barkly Street, St Kilda 8 responses	5 responses (62.5%) included positive comments endorsing the proposed site. 2 responses (25%) raised concerns that the EV charging bays will reduce already limited parking availability in the area. 2 responses (25%) also discussed concerns regarding risks of residential	<i>"It's great. There are three houses with EV's right next to this, and probably more I don't know about. Great place to put one."</i> <i>"The proposed two parking bays for EV charging stations at 238 Barkly Street will create significant problems for residents. Parking in this section of the street and all along Barkly St is already at capacity, and most residents have no option but to park on-</i>

	amenity, increased noise and personal safety if the site proceeds.	<i>street. Removing two spaces for charging stations will make an already scarce resource even tighter."</i> <i>"This is our house. That front room is a bedroom. What consideration has there been to people loitering at the site, talking out front, littering etc while 'refuelling' their car for hours??"</i>
Opposite 2 Cowderoy Street, St Kilda 4 responses	3 responses (75%) included positive comments endorsing the proposed site. 1 response (25%) raised concerns that the EV charging bays will reduce already limited parking availability in the area. The other response (25%) suggested an alternative location at Deakin Street beside Jacoby Reserve.	<i>"Very happy to see one proposed for Cowderoy street but I think two would be better"</i> <i>"An attempt should be made with recharging spots to NOT replace existing parking spots. Parking is already difficult in these areas and converting a space to a recharging space potentially reduces parking for nearby residents. Ideally a new parking spot will be added!"</i> <i>"Another nearby location is equally good or better- Deakin Street beside Jacoby Reserve. This location is potentially better as parking is more available."</i>

44 Mary Street, St Kilda 4 responses	3 responses (75%) suggested alternative sites alongside their support for this site including: • Corner of Fraser and York Street • Deakin Street beside Jacoby Reserve 1 response (25%) mirrored the concern for the Cowdery Street site that the EV charging bays will reduce already limited parking availability in the area. 1 response (25%) discussed concerns for residents being unable to install EV charging at this site without blocking pedestrian access.	<i>"Can you please add one to the corner of Fraser and York Street, St Kilda West. I live at [REDACTED] York street and have a EV and currently rely on public charging stations."</i> <i>"An attempt should be made with recharging spots to NOT replace existing parking spots. Parking is already difficult in these areas and converting a space to a recharging space potentially reduces parking for nearby residents. Ideally a new parking spot will be added!"</i> <i>"Many people near here cannot properly install ev charging [without] blocking pedestrian access. This will help more [people] switch to ev and is long overdue"</i>
18 Wordsworth Street, St Kilda 15 responses	12 responses (80%) raised concerns that the EV charging bays will reduce already limited parking availability in the area. Of those, 7 responses (46.7%) raised more explicit concerns of equity as	<i>"It also takes away parking space for which we pay permits. We don't know anyone who has e-cars in our neighbourhood and would require it"</i> <i>"I live at [REDACTED] Wordsworth St and the proposed EV parking spaces will only make our street</i>

	permit-paying residents would lose access to parking. 5 responses (33.3%) questioned the sites suitability to EV charging even with some supporting the program overall.	<i>parking situation worse. Parking is already a problem even with our paid resident parking permit. Parking in front of my house on a weekend is already difficult due to Peanut farm events and Acland st diners."</i> <i>"I am not against the EV recharging stations but I strongly believe there could be a better location"</i>
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Table 24: Summaries of respondent comments for each of the sites in St Kilda (32 responses)

St Kilda East:

There were 4 proposed locations in St Kilda East and they received 33 responses across them. The number of times each site was selected for comment is outlined below.

Please note, the percentage is marked against the total number of respondents (259 total across all locations)

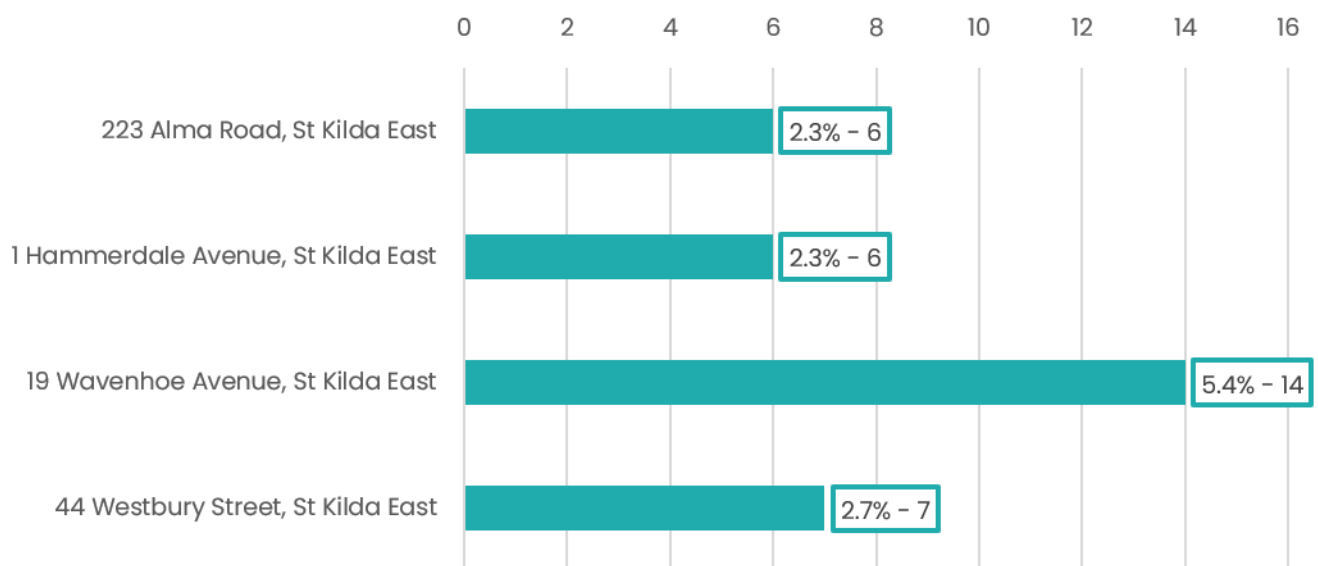


Figure 14: Number of respondents for each of the sites proposed in St Kilda East (33 responses)

SUPPORT LEVELS

Through our map activity, community members could declare a level of support for each of the sites they selected.

Proposed location	I don't like it at all	I'm not convinced	I don't mind	I like it	I love it	Written feedback (Survey and customer service channels)
223 Alma Road, St Kilda East 6 total responses	2 (33.3%)	1 (16.7%)	0 (0%)	1 (16.7%)	2 (33.3%)	0 (0%)
1 Hammerdale Avenue, St Kilda East 6 total responses	3 (50%)	0 (0%)	1 (16.7%)	0 (0%)	2 (33.3%)	0 (0%)
19 Wavenhoe Avenue, St Kilda East 14 total responses	5 (35.7%)	0 (0%)	1 (7.1%)	1 (7.1%)	0 (0%)	7 (50%)
44 Westbury Street, St Kilda East 7 total responses	0 (0%)	0 (0%)	0 (0%)	1 (14.3%)	4 (57.1%)	2 (28.6%)

Table 25: Level of support for each of the sites proposed in St Kilda East (32 responses)

The sentiment of the written feedback that was received through the online survey or via Council's customer service channels were as follows:

- No responses were provided for the site at **223 Alma Road**.
- No responses were provided for the site at **1 Hammerdale Avenue**.
- All the comments about site at **19 Wavenhoe Avenue** (7 responses) were classified as "Oppose"
- All the comments about site at **44 Westbury Street** (2 responses) were classified as "Oppose"

RELATIONSHIP TO THE SITES

When a respondent completed our online map activity or participated in an activity at a pop up, community members could tell us their relationship to the area to help us understand the context of their responses.

Many of the responses came from respondents with a direct connection to the proposed locations, either as residents of the street or of the nearby area.

However, the sites in St Kilda East had a higher percentage of visitors comment on the proposed sites across all of the other suburbs. There was also one response for the site on Hammerdale Avenue that said they rarely or never at that location.

Proposed location	I live on this street	I live nearby	I'm here most days	I come here occasionally	Rarely or never	Other
223 Alma Road, St Kilda East 6 responses	2 (33.3%)	3 (50%)	0 (0%)	1 (16.7%)	0 (0%)	0 (0%)

1 Hammerdale Avenue, St Kilda East 6 responses	0 (0%)	3 (50%)	1 (16.7%)	1 (16.7%)	1 (16.7%)	0 (0%)
19 Wavenhoe Avenue, St Kilda East 7 responses	5 (71.4%)	1 (14.3%)	0 (0%)	0 (0%)	0 (0%)	1 (14.3%)
44 Westbury Street, St Kilda East 5 responses	1 (20%)	3 (60%)	0 (0%)	1 (20%)	0 (0%)	0 (0%)

Table 26: Respondents relationships to each of the sites proposed in St Kilda East (24 responses)

WRITTEN FEEDBACK

Through all our activities, community members could provide free text feedback about the proposed locations. The free text responses were themed with many touching on multiple themes. Those themes have been collated and summarised for each of the sites below.

Proposed location	Key themes	Examples of comments
223 Alma Road, St Kilda East 3 responses	2 responses (66.6%) suggested alternative sites including moving the charger closer to Chapel Street or closer to the	<i>"needs to be closer to chapel st"</i> <i>"One suggestion would be to have the charging station closer to the cemetery where there is already so much parking that is never utilised. Or in the community"</i>

	cemetery and community centre. 2 responses (66.6%) raised concerns that the EV charging bays will reduce already limited parking availability in the area.	<i>centre car park so it still frees up the on street parking in the area."</i> <i>"As residents, we have enough difficulties finding carpark around our area. We do not need to have two dedicated charge station taking up valuable car spaces"</i>
1 Hammerdale Avenue, St Kilda East 4 responses	2 responses (50%) questioned the sites suitability to EV charging even with some supporting the program overall. 2 responses (50%) suggested alternative sites including moving the charger to Duke Street behind St Kilda Library or closer to Alma Park.	<i>"I always thought that this was a terrible street, and very narrow. I think this is a great idea, but I am not convinced by this location."</i> <i>"I do support having charging points but as a resident of Young St, running off Hammerdale, I really worry about more cars and blockages."</i> <i>"I suggest this one on Hammerdale Ave. St Kilda East, could be relocated to Duke street behind St Kilda library."</i>
19 Wavenhoe Avenue, St Kilda East 15 responses	10 responses (66.7%) raised concerns that the EV charging bays will reduce already limited parking availability in the area. 5 responses (33.3%) raised concerns regarding potential traffic and safety	<i>"We are 100% AGAINST this location. It makes zero sense in this cramped location. It is already a jammed packed residential street where residents struggle to park."</i> <i>"This street is very narrow and already congested, especially in</i>

	risks if the charger was installed at this site. 4 responses (26.7%) questioned the sites suitability to EV charging even with some supporting the program overall.	<i>that end of the street. We already have high demand for parking and need easy access for deliveries to enter and exit safely to our school through this section, on a daily basis."</i> <i>"This is not an objection to EV charging infrastructure itself. It is a request that the council exercise better judgment about where that infrastructure is placed. Charging stations should be located"</i>
44 Westbury Street, St Kilda East 5 responses	2 responses (40%) raised concerns that the EV charging bays will reduce already limited parking availability in the area. 2 responses (40%) included positive comments endorsing the proposed site. 1 response (20%) questioned the sites suitability to EV charging even with some supporting the program overall.	<i>"The parking situation as is is restrictive enough without taking additional parking for EV cars that currently no one in the area owns."</i> <i>"Good location. I tried the QR code on the notification on the pole but it does not connect to anything but I wish to throw my full support behind this one"</i> <i>"I fully support making EV charging more accessible and recognise the importance of providing appropriate infrastructure. My concern is therefore not with EV charging</i>

		<i>itself, but with the suitability of this particular location."</i>
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Table 27: Summaries of respondent comments for each of the sites in St Kilda East (27 responses)

Broad comments and feedback

PROPOSED SITES FOR FUTURE CHARGERS

Across all channels, 42 responses included advice to Council on potential sites that we could consider for potential chargers to be installed in the future. 31 responses made these responses without providing feedback on any of the sites listed above.

All the suggestions for future locations are listed below:

1. Albert Park Lake in **Albert Park**
2. Herbert and Mills Street in **Albert Park**
3. Reed Street in **Albert Park**
4. Richardson Street outside Gasworks in **Albert Park**
5. Victoria Avenue at the Barrett Street end in **Albert Park**
6. Williams Reserve in **Balaclava**
7. Nimmo Street in **Middle Park**
8. Bay Street or Coles Carpark in **Port Melbourne**
9. End of Evans Street near Graham Street in **Port Melbourne**
10. Ingles Street opposite North Port Oval in **Port Melbourne**
11. Munro Street in **Port Melbourne**
12. Sandridge Community Centre Carpark in **Port Melbourne**
13. Bridport Street near Cecil Street in **South Melbourne**
14. Ferrars Street in **South Melbourne**
15. Howes Crescent in **South Melbourne**
16. James Service Place in **South Melbourne**
17. Park Street in **South Melbourne**
18. Sol Green Reserve in **South Melbourne**
19. Alma Park in **St Kilda**

20. St Kilda Lawn Bowls Club in **St Kilda**

21. Alexandra Street in **St Kilda East**

22. Corner of Fraser and York Street in **St Kilda West**

23. Deakin Street beside Jacoby Reserve in **St Kilda West**

24. York Street in **St Kilda West**

BROAD FEEDBACK

Community members could also provide feedback on Council's overall EV charging program through the online survey and Council's customer service channels. 34 community members took this opportunity. This feedback was grouped by sentiment and themed with the results collated below.

For the sentiment:

- 21 responses (61.8%) were categorised as "Support".
- 1 response (2.9%) was categorised as "Support with Concerns".
- 7 responses (20.6%) were categorised as "Neutral or seeking information".
- 5 responses (14.7%) were categorised as "Oppose".

Themes that received 5 or more responses are listed below:

Need for more chargers and future expansion

9 responses (26.5%) raised a desire for broader EV charging coverage across the municipality to meet demand and future proof the area.

"I'm very much in support of this initiative, and happy to see the locations chosen. I've used this sort of infrastructure in Sydney and it's very convenient. Would love to see more charging points rolled out over time"

"Fully support this initiative, EV charging options are critically need in the area"

"The number of EVs are growing incredibly fast and concerned that council can't keep up with demand for charging stations in PP with additional housing on the increase as well."

Charger specifications and performance

6 responses (17.6%) shared feedback about technical performance requirements of the kerbside EV chargers.

"Unless they are fast chargers it is a waste of good parking space."

"I would encourage faster chargers as the current Council approved chargers are slow and people need to stay there all day/night to charge fully. A faster charger means a faster turn over and more people can charge their car."

"I hope you are not installing irritating 7kw chargers. Too slow to be any use."

Financial and economic considerations

6 responses (17.6%) discussed comments regarding funding, costs and the commercial benefit of the EV chargers.

"I would also like there to be an opportunity to charge for free at a few of the charging spots. Other Councils appear to have plenty of free chargers available for their community."

"You should not be spending rate payers' money and taking away valuable parking spaces to indulge an elite of motorists. There is no basis for this, you don't put petrol bowsers in at rate payers' expense."

"Who is paying for the installation of the chargers. It would be outrageous for all Port Phillip Citizens to contribute to the cost of something that provides a private benefit to some people."

Operational management and enforcement

5 responses (14.7%) raised questions about how charging bays will function including concerns regarding time limits, enforcement and misuse by non-EV chargers.

"It is imperative that

- *these bays are monitored,*
- *any one blocking the bays is significantly fined, (thereby ensuring the bays are available for the designated purpose of EV CHARGING)*
- *blocking is a towaway offence (if possible)*
- *all signage is clear,*

- *the signage includes who to contact if problems with blocking*
- *the signage includes who to contact if problems with charging*

"Make sure they are clearly signed EV charging only. They need to be managed so that vehicles can stay overnight but have time limits in daytime to maximise availability."

"Will council be monitoring the utilization of each EV charging car space? If under utilized will Council return the under utilized car space for general parking?"

OTHER COMMENTS

Council also received 1 comment that we could not attribute to a proposed charging site or a potential charging site. This comment have been excluded from the theming but has been noted as Council progresses this project.

Next steps

The feedback gathered through this engagement has been reviewed by Council officers. The Community feedback will be considered alongside technical and operational requirements when determining which sites should proceed. A final list of locations will be developed from this assessment.

A Councillor briefing is scheduled for Wednesday 25 November 2026. Officers will present the outcomes of the community engagement process, outline the approach used to determine the final list of locations and provide Councillors with an opportunity to provide feedback.

From there, all the information will be brought to a Council meeting scheduled for Wednesday 9 December 2026. At this meeting Councillors will be asked to endorse the results of the community consultation.

The community will be informed of the outcomes following Council's decision.