



City of **HOBART**

**MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS**

E-BIKE CHARGING

Meeting: Finance and Governance Committee

**Meeting date: 7 December
2021**

Raised by: Councillor Harvey

Question:

Can the Director Community Life advise if the electric-charger on the Town Hall Parking Deck for vehicles is also available for bicycles?

Response:

At present there is no electric vehicle charger on the Town Hall deck. There are several power outlets that are suitable for e-bike charging.

In general EV chargers are not suitable for e-bikes. For instance, the electric vehicle charger in Dunn Place or those in Hobart Central Car Park are not suitable for electric bike charging.

E-bikes are usually charged from a standard domestic power point, or general purpose outlet (GPO). These supply a maximum of 2400 W.

Most e-bikes will not use anything like the full output of a GPO, and generally draw about 100 W while charging. (Hence 24 e-bikes could theoretically be charged at once from a single GPO.)

The Dunn Place charger supplies a maximum of 50,000 W and is specialised for the large energy demands of quickly charging an electric vehicle.

Each e-bike owner must carry a charger with them that can be plugged in, which is designed for charging their specific bike's battery pack. For EVs, a charger is built into the vehicle, designed to accept the fitting on roadside EV chargers.

There is no “standard fitting” that can be used for e-bikes. Hence, the requirement is that users must find an available GPO rather than cycling to a “charging device” that has been installed by the City or by a third party.

There are presently three GPOs available in the Argyle Street Car Park to allow e-bikes to charge. While multiple e-bikes could charge from each one, each GPO is installed within a locked cage designed to secure the bike. Hence in practice, only three e-bikes can charge at once.

A larger cage is soon to be constructed within the car park, which will allow a greater number of e-bikes to be charged at once.

There are multiple other places in the city where publicly accessible GPOs exist, for instance built into the low walls of the recently constructed area of Salamanca, or on the parking deck of the Town Hall. However, there is no way to secure an e-bike in most of these locations.

It may be possible for the City to provide other locations for charging e-bikes in future. This could theoretically be achieved anywhere the City had nearby electrical power.

Securing e-bikes against theft while charging is a difficult issue to solve. The Smart and Sustainable City Unit is considering some options in this space.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Robert Stevenson
**MANAGER SMART & SUSTAINABLE
CITY**



Tim Short
DIRECTOR COMMUNITY LIFE

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