

## Q&A – Accessible EV Charging Webinar

- 1. I've heard there are difficulties in procuring charging infrastructure which meets the new BSI standards and colleagues have suggested we shouldn't require this in our LA chargepoint procurement as it reduces competition. Is this something you've experienced to date and how would you recommend we proceed?**

There are already chargepoint providers who claim to meet the standard, although we haven't verified yet whether they actually do. I think it really depends on the chargepoint provider - some are also involved in the design of their equipment and the installation, so they have greater control of the entire supply chain from start to finish.

What I would say is the standard only came out in October 2022 - so anyone claiming it can't be done, probably hasn't given the market sufficient time to respond. At Motability, we have supported some local authorities to consider how they embed the standard in their procurement processes and have had positive feedback.

There are also accreditation schemes beginning to emerge in the market which aim to verify which chargepoint providers can meet the standard. I think in a few months' time, LAs will have much more choice and information once these accreditation schemes gain momentum. **(Catherine Marris)**

- 2. I struggle to see how gulley systems are accessible to all and fear if there was ice or snow covering, it would mean access would be even more difficult. Have you worked with any gulley organisations? What are your thoughts?**

At Motability we haven't worked on any gulleys yet. However, Motability Operations, a partner organisation of ours that helps us deliver the Motability vehicle leasing scheme for disabled people, has begun to look into this as a pilot solution for individual Motability Scheme customers.

I can share more once we have any insights on if gulley systems do in fact improve accessibility, but I agree gulley systems really need to evidence not only how they might benefit the driver who has one installed outside their house, but also how to make sure they don't present any barriers for disabled pedestrians.

In the interim, I would suggest involving disabled groups and leaders in your local area to review proposals and test these systems before making any decisions. **(Catherine Marris)**

- 3. Has BS8300 been superseded by some of the BSI standards you mentioned?**

It has not. BS8300 is referenced in PAS1899, the accessible charging standard. BS8300 is particularly useful in defining what an accessible parking bay looks like. **(Rajesh Kungur)**

**4. How do you see the standard being enforced if the code of practice is only voluntary? We're advising developers and architects who have already pushed back on the recommendations saying that they have too big an impact on their plans.**

Thinking about the point relating to accessible charging being easier for everyone, not just disabled people - we expect accessible chargers will become the preferred choice for consumers, thus making these chargepoints more commercially viable than non-accessible chargepoints in the same area.

Government will of course continue to monitor this and will assess if further intervention is required over time (noting that PAS 1899 was only published in October 2022, so is still quite new to the industry).

For any on-street charging infrastructure, the Government recommends that local authorities consider the case for accessible charging infrastructure within their EV charging strategies. Other OZEV colleagues and I are able to support with this if there are any specific queries. **(Chloe Livingstone)**

In addition to this - if you need any literature or one-page pitch materials to make the business case to developers and architects as to why accessibility is socially and commercially important, happy to help, drop me a line at Catherine.Marris@motability.org.uk. We're also happy to help by coming along to meetings. **(Catherine Marris)**

**5. Will developers ignore the standard if it is only a guideline?**

Standards are voluntarily and so can indeed be ignored by developers however, we hope that through promoting the use of the PAS to chargepoint operators and local authorities, it can promote best practice and encourage others to use it and follow its guidelines. LAs can also include the PAS in planning documents which could potentially encourage developers to follow the PAS guidelines. **(Rajesh Kungur)**

**6. Stretching cables over land covered by highway rights is potentially contrary to the Highways Act 1980 but is also a trip hazard. What advice can you give on possible solutions to this?**

PAS 1899 mainly covers public chargepoints however, BSI have been holding workshops and engaging with local authorities and this is often a challenge which is brought up. We have found that many LAs have different solutions such as gulleys in pavements etc., however, this is something we want to work further with industry to find the safest and most appropriate solution. **(Rajesh Kungur)**

**7. This is likely to impact on standards for chargepoint numbers/%s, and disabled parking bay numbers/%s at car parks serving different location types. Any comments?**

Chargepoints can meet the accessible charging standard PAS 1899 while being next to standard size parking bays. The standard document defines how this can be achieved, as well as how to install accessible chargers next to accessible parking bays (e.g., blue badge parking bays.) The standard

doesn't recommend a percentage of chargepoints that should be accessible, or of parking bays that should be accessible, as this is a policy decision. **(Catherine Marris)**

**8. Given the ever-improving range of EVs why is it still felt that "at home" charging will remain as the main solution rather than community charging points?**

Based on our estimates, 50% of disabled people will be reliant on public charging so I don't think at Motability we see at home charging as the only / main solution. **(Catherine Marris)**

**9. In terms of standards, are the British still going to be applying European standards, since they left the EU, or might this change?**

BSI will still be working with our European partners to develop standards and European standards can still apply in the UK, however since we have left the EU, we have more flexibility on if we want to make any changes etc. which are more suitable for the UK market. **(Rajesh Kungur)**