



## EV Infrastructure Checklist

April 2019

Across London, electric vehicle charge points (EVCP) are being installed on footways<sup>1</sup>, taking up scarce space and making life more difficult for pedestrians, especially those with visual impairments, wheelchair users, and parents and carers pushing buggies.

Councils should set out a policy for **slow and rapid EV charging infrastructure**, as a number have already done. The policy should follow the EV Infrastructure Checklist below:

- A. Ensure the provision of charging infrastructure fits with the **Mayor's Transport Strategy** that requires a major mode shift to walking, cycling and public transport, for example by reducing the use of motor vehicles, creating Healthy Streets and reallocating highway/public space to improved public realm and more efficient, active travel modes. Placing EV infrastructure on pavements is a move in the opposite direction<sup>2</sup>.
- B. Use a **hierarchy of EVCP locations** to prioritise Healthy Streets and active travel.
  1. Off street – the preference is to install slow and rapid EVCPs in car parks or other off-street locations. This infrastructure must be prioritised for EV car clubs to enable people to give up cars and ensure efficient use of space.
  2. Carriageway– where on-street EVCPs are essential, install them on the carriageway in well-designed buildouts. These should replace and not exceed the space of existing car parking bays. Buildouts should not compromise safety of existing/proposed cycle routes.
  3. Footways should be the last resort and only if the installation allows 2.5m of clear footway space. The EVCP should be at least 450mm from the kerb edge, but this is not included in the clear footway width. Note that lamp-post charging is not a solution since trailing cables create trip hazards and street clutter.
- C. Take into account the needs of **people with disabilities** -- particularly those with sight impairments and mobility impairments -- and the requirements of Equality Act 2010<sup>3</sup>. EVCPs should not be placed on pavements unless there is 2.5m to allow two wheelchairs to pass one another comfortably.
- D. If on-street charging is essential, scrutinise the **suitability of the site**. Review planning proposals; undertake an Equality Impact Assessment; a survey of flood and fire risk, trees, network impact and land ownership; consider the impact in conservation areas/outside listed buildings. Do not install EVCPs where cycling, walking or public realm improvements are proposed. Do not replace loading or disabled parking bays.
- E. Undertake an **assessment of need**. Do not install EVCPs at the request of one or two EV owners but consider the needs of, and accessibility to, the whole community; consider provision in the context of London's declining car ownership; how soon the infrastructure could be out of date; and the long-term impact on the street.
- F. Undertake a thorough **consultation** of proposed locations for EVCPs with the Highway Authority, residents and local interest groups. Place on the council website and inform relevant stakeholders.

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<sup>1</sup> Footway is the technical term for pavements. We use the two terms interchangeably.

<sup>2</sup> The *Mayor's Transport Strategy* aims to reduce the number of trips made by car, taxi and PHV from a 2015 baseline of 37% to 20% by 2041; create Healthy Streets that are welcoming and free of clutter; and eliminate deaths and serious injury on London's roads, in part by reducing the dominance of vehicles and encouraging safer walking through reduced street clutter and wider footways.

<sup>3</sup> Councils are reminded of the *Ali vs Newham* 2012 case that clarified the meaning of "due regard" under the Equality Act. This proved it this is not a tick-box exercise, but a robust inquiry before arriving at a decision. Failure to take account of the Equality Act could result in a judicial review.