

Sustainable Transport Forum - Subgroup on Public Authorities

Accessibility of recharging infrastructure

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1 December 2022

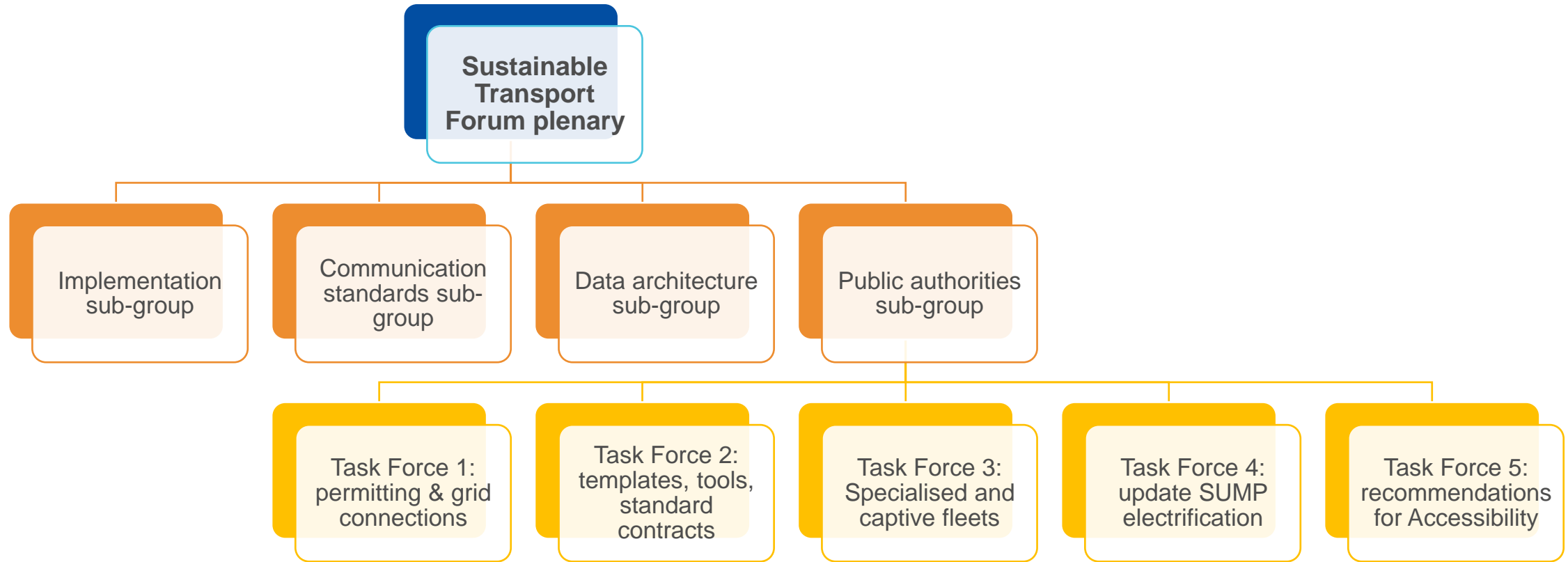
Why we are here today?



- 2021 members asked for good examples of barrier-free e-charging infrastructure....good examples??
 - First meeting August 2021: This is definitely a topic!!!!
 - December 2022: is taken as an official task by the EC expert group on alternative fuels : Sustainable Transport Forum
 - Thanks to Lille, Brussels, Stockholm, Berlin, Stuttgart, Barcelona...
 - To go beyond AFIR reference to the charging pole, also surrounding environment and location....BUT HOW?
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Current setup of STF and sub-groups

Overview 2022



More information:

- ❑ [Sustainable Transport Forum \(STF\) \(europa.eu\)](https://europa.eu)
- ❑ [Policy recommendations | European Alternative Fuels Observatory \(europa.eu\)](https://europa.eu)

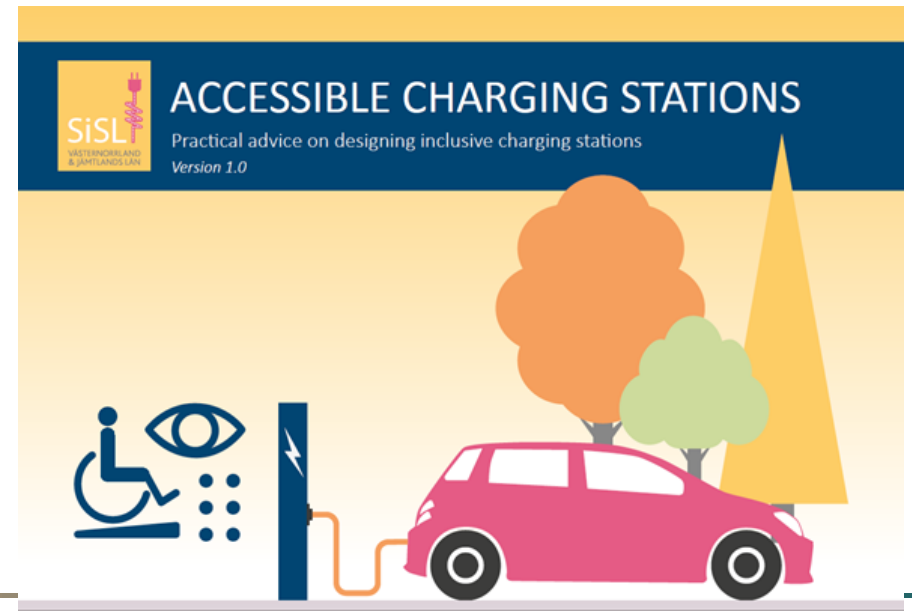
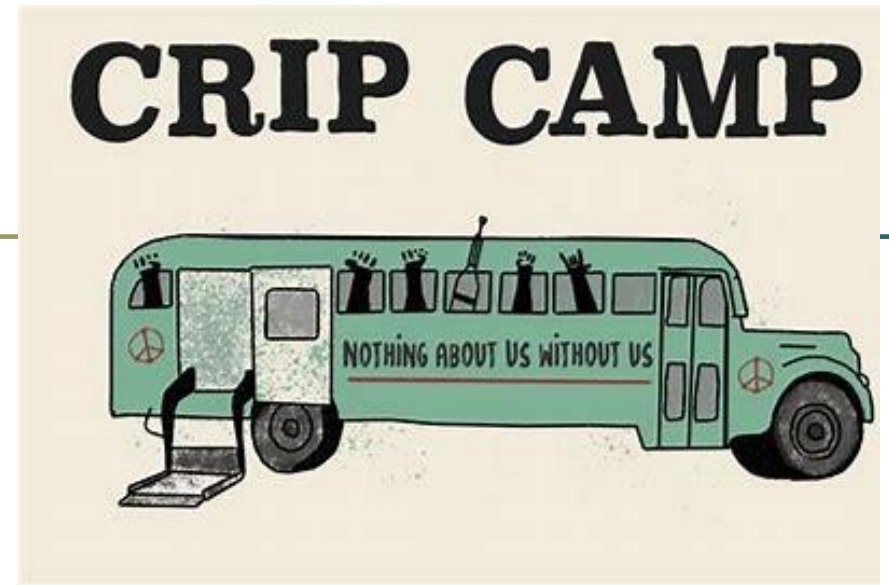
BUT why we are REALLY here today?

- Barrier free=accessible infrastructure is **not a new idea!**
 - Disabled community asking not only for inclusion (vs. 'past segregation') but for independent living!
 - **Public Transport access** was (and still is) one of the **first demands/actions**
 - **15% of the population LIVES with a handicap:** **Underrepresentation** of a 'normal' group of people/users in our streets, leisure places, schools, work-places, **transport systems....**
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Let's provide input!

- From activism to 'mainstream planning'
- Network accessible charging infrastructure?
- We cannot refurbish everything, but it doesn't mean we leave this aside
- Just transition is not a buzz word. **Community with one of the greatest mobility constraints:** what are the real mobility needs?
- **FOR ALL MODES!**



STF – PA TF 5: work so far

Kickoff meeting establishing the TF5 core group on 19 September 2022 with POLIS, EC (DGs EMPL & MOVE), and STF-PA Members (RAP, Lille Métropole, Eurocities, MRA-E, Barcelona, ChargeUp), and external experts (PARAVAN, EDF, CEREMA).

Three main levels to consider:

1. Hardware: pole/charging station: design, new technologies like wireless charging...
2. Associated parking spaces and surrounding environment
3. Distribution/location of accessible recharging poles/stations & parking spaces (ratio of accessible recharging infra)

Benchmark of existing legislation at EU, national and local level: besides laws & regulations, strategies, projects, best practice examples

STF – PA TF5: scope

Accessibility and inclusivity are fundamental to guarantee that people with disabilities can fully take part in the e-mobility revolution. But there are several groups of vulnerable users:

- People who drive and people who don't drive
 - People with different kinds of disabilities
 - Visually impaired
 - Colorblind people
 - Wheelchair users
 - Paraplegic
 - Elderly people, with strollers or other mobility aids
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STF – PA TF5: scope

Some inspiring examples:

1. **EU Accessibility Act:** Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services
 2. **SiSL Mellersta Norrland (Sweden):** focuses on creating good conditions for rechargeable cars in Västernorrland and Jämtland counties, including inclusive design
 3. **Motability (UK):** Report on Electric Vehicle charging infrastructure for people living with disabilities
 4. **Plymouth City Council (UK):** Guidance on improving electric vehicle charging infrastructure
 4. **BSI Group (UK):** PAS 1899:2022 Electric vehicles – Accessible charging – Specification new specification on accessible public charge points for electric-powered vehicles. Includes design and placement of charge points, including surrounding environment, as well as the information, signals, and indicators to be provided
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STF – PA TF5: next steps

Next steps:

1. Survey for **benchmarking**: besides issues and bottlenecks, examples of regulations, strategies, projects, best practices, governance
2. Session at POLIS Conference 2022: “**5E. Clean vehicles: creating the right framework conditions**”
3. **Final deliverable** to include recommendations/develop further Guidelines at EU level
4. Indicative timeline:



STF – PA TF 5: let's work today!



Three topics to discuss...

... Let's get inspired!

General aspects for an accessible and inclusive EV charging infrastructure

Chair: Lutske Lindeman, City of Rotterdam



1. There are several problems, bottlenecks, and limitations in the deployment of accessible EV chargers. **Please rank them in order of importance.** Are we missing any other relevant issue?

- Absence of a clear regulatory framework
- Lack of common standards for accessible EV recharging
- Lack of available public space (mostly for on-street charging)
- Retrofitting costs
- Technical feasibility
- Lack of adequate technical knowledge

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2. Vulnerable users and people with disabilities should be included in the deployment of EV chargers (e.g. co-creation processes).


However, these groups have been overlooked, and they are often underrepresented in public space/mobility issues.

Do you know of any good examples of public authorities' initiatives with the successful involvement of vulnerable users? And do we need help from the National/EU level?

Infrastructure design for accessible recharging of EV

Chair: Natalie Berry, Fastned/ChargeUp Europe



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1. EV charging solutions that don't require physical interaction (e.g., wireless or automated charging) can make EV charging more inclusive.

However, these solutions may take some years to be fully disseminated.

What can we do today, to create more accessible EV chargers?

2. Sometimes we cannot have 100% accessible EV chargers (due to lack of space, difficulties in retrofitting, etc.). But we should define minimum standards.


What metric should be used? Does “one size fits all”?

- Percentage of existing charging stations (ratio)
- Distance-based (e.g., X accessible charging station every Y km²)
- Percentage-based and distance-based balance (using both criteria)
- Based on the specific needs and user's requests (e.g., all parking places for people with disabilities should include accessible EV charger)
- All recharging points should be fully accessible


Parking and Regulations

Chair: Olivier Asselin, Lille Metropole



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1. There are 3 levels of accessibility/inclusivity that must be addressed: the EV charger, the parking place & surrounding environment, and the spatial distribution.

Are the existing rules and planification in your city/country adequate to ensure the deployment of fully accessible EV chargers, or more of an obstacle? What are we missing?



2. Are the topics of accessibility and EV charging treated together in your city (e.g. accessible parking or EV charging places reserved for disabled parking card owners)?

If so, do you have good examples to answer this objective of fully accessible EV Chargers, besides the existing guides?

Panel time