Agenda Item No: 8

On-Street Electric Vehicle Infrastructure Policy

To:	Highways and Transport Committee
Meeting Date:	5th December 2023
From:	Executive Director of Place and Sustainability
Electoral division(s):	All
Key decision:	Yes
Forward Plan ref:	2023/099
Outcome:	The purpose of the report is to approve the draft highways policy for on-street Electric Vehicle (EV) Infrastructure on Cambridgeshire Highways.
Recommendation:	The Committee are recommended to a) Note progress to date and next steps for Electric Vehicle Infrastructure in Cambridgeshire and Peterborough b) Approve the draft On-Street Electric Vehicle Infrastructure Policy for Highways c) Approve the exploration of solutions and development of a pilot to enable residents without off-street parking to charge their vehicles using home electricity supplies. d) Agree that a report is presented to the Committee in March with a pilot proposal to inform the future On-Street Electric Vehicle Infrastructure Policy.

Officer contact:

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1 Background

1.1 Decarbonisation of road transport is necessary if we are to reach net zero by 2045. Transport accounts for around 27% of Cambridgeshire's carbon footprint, with cars' contribution forming over half of this.

1.2 For Cambridgeshire, various models suggest that around 10,000 public electric vehicle charge points (EVCP) will be required by 2030, many of which will need to be located on the public highway.

1.3 Electric Vehicles (EVs) have a role to play in meeting our net zero targets and there will be considerable benefits brought to our cities and towns through improved air quality. Nonetheless, our area also has other transport challenges relating to congestion, health outcomes and connectivity that need to be balanced against facilitating the infrastructure needs of EVs, ensuring that they sit within the road user hierarchy adopted in the Local Transport Plan.

1.4 A Cambridgeshire and Peterborough Combined Authority (CPCA) EV Infrastructure Strategy is under development. This will set out a high-level strategic approach to EVCP provision for the region and aligns with local and national aims, including criteria of the current flagship grant regime – Local EV Infrastructure (LEVI) Fund. The Council is working with the CPCA and Peterborough City Council to leverage up to £5 million LEVI funding into the area to deploy EVCPs on the public highway.

1.5 Separately, there is increasing interest from the private sector in installing their private apparatus on the highway as a commercial venture.

1.6 The increasing focus on EV infrastructure, particularly on the public highway, requires the Council as Local Highway Authority to have a clear position on what it considers acceptable in terms of the installation and use of EVCPs on the public highway. This draft EV On-Street Electric Vehicle Infrastructure Policy sets out this position, providing clarity for all future chargepoint deployment.

2 Electric Vehicle Infrastructure Policy

2.1 As the Highways Authority, the council has a duty of care to maintain the safety and usability of roads that are kept at public expense. In particular, the council must maintain public roads to a standard that ensures they are safe and passable. Inappropriate deployment of EVCPs, their facilitating infrastructure and/or other methods of charging (e.g., trailing cables across footways) can undermine the ability of the council to maintain this duty of care. Furthermore, inappropriate deployment can also undermine other policy areas, such as active travel and health policies as well as working against measures to reduce traffic in congested areas.

2.2 The purpose of this policy is to provide a clear position on the deployment of charging infrastructure on Cambridgeshire highways to ensure safety and usability of the public highway is not impeded. The policy does not identify specific locations for individual EVCPs – instead it sets out the general principles that will be applied when considering EVCP

deployment across the county.

2.3 See Appendix: draft On-Street EV Infrastructure Policy for full policy document.

2.4 The policy covers five categories of charging situation:

- **Private off-street charging** – where the EVCP and all associated infrastructure is located off the public highway;
- **Private on-street charging**– where a private EVCP and/or it facilitating infrastructure is located on the public highway. This includes use of "crossing-over" methods such as gullies;
- **Public on-street parking** – where the EVCP is installed on the public highway for use by the public/residents;
- **Public off-street parking** – where the EVCP is installed on non-highway land for use by the public; and
- **New developments** – use of the adoptable public highway to locate residential EVCPs where they are required through planning requirements.

2.5 Further key areas covered are:

2.5.1 **Design and Accessibility**. Ensuring EVCPs and their installations are accessible is a key priority. It is anticipated that as wider modal shift takes place the proportion of disabled drivers will increase and it is expected that there will be over 2.7 million disabled drivers on UK roads by the time the sale of new petrol and diesel cars and vans is banned in 2035. In addition, there will be many other people who will find more accessible chargepoints beneficial, such as older people, those with children, those who aren't confident using technology and those who have temporary injuries. Ensuring everyone in our community can easily access and use charging infrastructure is vital. Using the PAS 1899:2022: Electric vehicles – Accessible Charging Standard as a basis, the policy sets out how all installations of EVCPs and associated infrastructure must strive to be as accessible as possible and how this will be managed via robust equality impact assessment processes.

2.5.2 **Licensing:** The policy sets out licencing requirements and the Council's position on granting these**.** Section 50 licenses under the New Roads and Street Works Act 1991 are required for works on the public highway undertaken by those without Statutory Undertaker status. Currently, chargepoint operators (CPOs) tend not to have this status. Only EVCPs installed as part of a tier 1 or tier 2 council project will have Section 50 licence applications to install on the highway approved. This ensures that any installations are compliant with council policy, provides longevity to contracts, and minimises likelihood of poor maintenance and/or stranded assets in the rapidly evolving CPO sector.

2.5.3 **Maintenance and decommissioning:** Maintenance (planned and reactive) of equipment on the public highway, particularly "live" electrical infrastructure, is vital to ensure safe operation by the public. Similarly, at the end of contract terms, decommissioning and potential removal and "making good" of equipment is required to avoid stranded assets or additional costs on the Council. Minimum requirements for these are set out in the policy and align to other approaches already taken for highways infrastructure – e.g., street lighting.

2.6 The Policy will be kept under review and updated when necessary to ensure it remains appropriate as technologies change and best practice evolves.

3 Innovation and Pilots

3.1 Home electricity tariffs are usually significantly cheaper than the fees associated with public chargers, making options to enable residents without off-street parking to utilise their own electricity connections an attractive and cost-effective solution. However this involves the trailing of a cable across the footway.

3.2 As set out in section 7 of the policy, the Council currently does not support the trailing of cables across the footway unless related to a council endorsed project due to a range of safety and accessibility concerns.

3.3 There are technologies/solutions available to enable cables to more safely cross the footway, however, there remain significant questions relating to the maintenance, liability and accessibility implications of these. There is currently no consensus across the highways industry on the efficacy of any of these approaches.

3.4 Recommendation C seeks support from this committee for these technologies and their potential benefits and limitations to be further explored and a pilot of suitable technologies/solutions to be developed with willing residents. A call for residents interested in taking part in such a pilot will be released. This will enable officers to adequately assess the options available and ensure safety and accessibility of the footway remain unimpeded. Officers will provide an update to the Committee in March with a proposal for the pilot.

3.5 Outputs from this work and the pilot will be used to inform amendments to the EV Policy going forward.

4 Wider EV Progress

4.1 In parallel with this policy development, wider work to support EV infrastructure deployment is underway. This includes:

4.1.1 **Increase staff skills, resource and capacity**: grant has been secured via the CPCA to fund an EV Infrastructure Officer for 3 years, with an intention for a further officer to be recruited next financial year. Funding for training, consultancy support, legal support and conference attendance is also secured.

4.1.2 **Preparations for Local EV Infrastructure (LEVI) Fund Capital draw down**: the CPCA has been allocated £5million under Tranche 2 of the LEVI fund. This requires a joint procurement specification (between the Council and Peterborough City Council and PCC) and business case to be submitted for assessment in Summer 2024. Following approval, the procurement exercise can be launched – details of this will be taken to E&GI Committee for approval to procure and draw down the funding during 2024.

4.1.3 **Development of a strategic deployment approach**: As the council's procurement approach and commercial model develops, a deployment plan will be agreed. This will be underpinned by technical mapping and public engagement to help identify suitable locations on the highway for infrastructure.

4.2 While not the decision-making committee for the above work – this sits with Environment & Green Investment Committee - members of this Committee will be kept briefed on progress.

5 Alignment with ambitions

5.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

Benefits of EV toward net zero are set out in paragraphs 1.1 - 1.2. This Policy supports the managed deployment of EVCPs to facilitate the decarbonisation of transport and net zero goals.

5.2 Travel across the county is safer and more environmentally sustainable

Benefits of EV toward sustainability are set out in paragraphs 1.1 - 1.2. This policy supports the managed deployment of EVCPs to facilitates this sustainable mode of transport while balancing the requirements of other sustainable modes such as active travel.

5.3 Health inequalities are reduced.

Poorly thought-out deployment of EVCP infrastructure can exacerbate health inequalities. As described in paragraph 2.5.1 this Policy aims to ensure EVCP deployment remains cognisant of and actively supports those with health and mobility challenges.

5.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.

This Policy does not directly support this ambition, however it supports the longer term benefits around provision of a service (EV charging) to meet current and future community needs.

5.5 Helping people out of poverty and income inequality.

This policy does not deal with this corporate ambition, however ensuring equity of access will form part of future deployment plans.

5.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.

The policy and deployment of EV charging has just transition at its core, ensuring that equity of access is ensured across the range of communities in the county.

5.7 Children and young people have opportunities to thrive.

This ambition is not directly delivered through this policy, however it will be supported in the longer term through the wider transport and decarbonisation agenda.

6 Significant Implications

6.1 Resource Implications

There are no significant resource implications arising as a result of this Policy. Recruitment for additional capacity to deliver EV Infrastructure has been secured via LEVI Capacity Funding.

6.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category. Future procurement of an EV Infrastructure provider will be the matter of a future paper to Environment & Green Investment Committee.

6.3 Statutory, Legal and Risk Implications

There are no significant implications in this category. The Policy seeks to manage potential risks posed by EVCP infrastructure on the public highway, setting out positions that will maintain robust discharge of the Councils Statutory responsibilities and duties under the Highways Act 1980.

6.4 Equality and Diversity Implications

There are no significant implications within this category. An EqIA has been completed for this Policy. The Policy sets out an approach to infrastructure accessibility including how this will be managed on a project-by-project basis.

Any pilots related to recommendation c will have specific equality impact assessments undertaken as part of the exploratory phase to ensure any implications are identified and mitigated.

6.5 Engagement and Communications Implications

There are no significant implications within this category.

6.6 Localism and Local Member Involvement

There are no significant implications within this category.

6.7 Public Health Implications

Health impacts of this policy have been assessed as part of the pilot for the emerging Health Impact Assessment process. There are no significant implications within this category at this time, however, there remain a number of areas where there is insufficient data to understand whether there could be implications in the future and these will be monitored on an ongoing-basis with policy amendments as required. Each project relating to EV Infrastructure that is implemented in line with this policy will produce its own Health Impact Assessment as part of project governance.

Any pilots related to recommendation c will have specific health impact assessments undertaken as part of the exploratory phase to ensure any implications are identified and mitigated.

6.8 Climate Change and Environment Implications on Priority Areas:

6.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: The policy sets out parameters for how new developments may meet their EVCP requirements under planning and building regulations in relation to use of the public highway.

6.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: positive

Explanation: The Policy actively supports deployment of EVCP while also balancing and maintain the travel hierarchy through supporting of active travel infrastructure.

6.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: n/a

Explanation: n/a

6.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: n/a

Explanation: n/a

6.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: n/a

Explanation: n/a

6.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: neutral

Explanation: While this policy supports transition to electric vehicles which supports air quality improvements, these vehicles will still contribute to air pollution.

6.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: Positive

Explanation: The policy supports accessible infrastructure to support residents to transition to electric vehicles, enabling them to cope with implications of national net zero policy to ban sales of new ICE vehicles from 2035.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial? Yes
Name of Officer: Clare Ellis

Has the impact on statutory and legal implications been cleared by the Council's Monitoring Officer? Yes
Name of Officer: Emma Duncan

Have the equality and diversity implications been cleared by your EqIA Super User? Yes
Name of Officer: David Allatt

Have any engagement and communication implications been cleared by Communications? Yes
Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health?
Yes
Name of Officer: Iain Green

If a Key decision, have any Climate Change and Environment implications been cleared by the Climate Change Officer?
Yes
Name of Officer: Sarah Wilkinson

7 Source documents guidance

7.1 Source documents

8 Appendix: draft On-Street EV Infrastructure Policy

Cambridgeshire County Council

DRAFT

On-Street Electric Vehicle (EV) Infrastructure Policy

Adopted xxxx 2023

by

Cambridgeshire County Council Highways and Transport Committee

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1 Introduction

In May 2019, Cambridgeshire County Council declared a Climate and Environment Emergency, setting us on a pathway to securing a sustainable future for our county and its residents. It committed us to achieving net zero in Cambridgeshire by 2045 through decarbonising our communities and businesses. In response to this, we have developed a Climate and Environment Strategy 2022[i], which provides a framework for this change and puts climate change and biodiversity at the heart of the council's work.

2 The Role Of Electric Vehicles (EVs)

In 2021, 27% of carbon emissions for the county of Cambridgeshire were from transport sources - primarily cars - and this figure has been increasing. To meet our 2045 commitment to net zero emissions, there is clearly much that still needs to be done to reduce carbon emissions from the transport sector in our area. The transition to zero emission vehicles has an important part to play in this. EVs still produce CO_2 emissions during the manufacture of both the vehicle and the battery, as well as indirectly through the generation of electricity needed to power it. However, the absence of emissions from the tailpipe still means that across the broad lifetime of a vehicle, CO_2 emissions for an EV are considerably less than those of an internal combustion engine vehicle. Furthermore, the beneficial difference can only get greater in future as electricity generation and battery manufacturing both get greener. **Error! Reference source not found.** illustrates this d ifference.

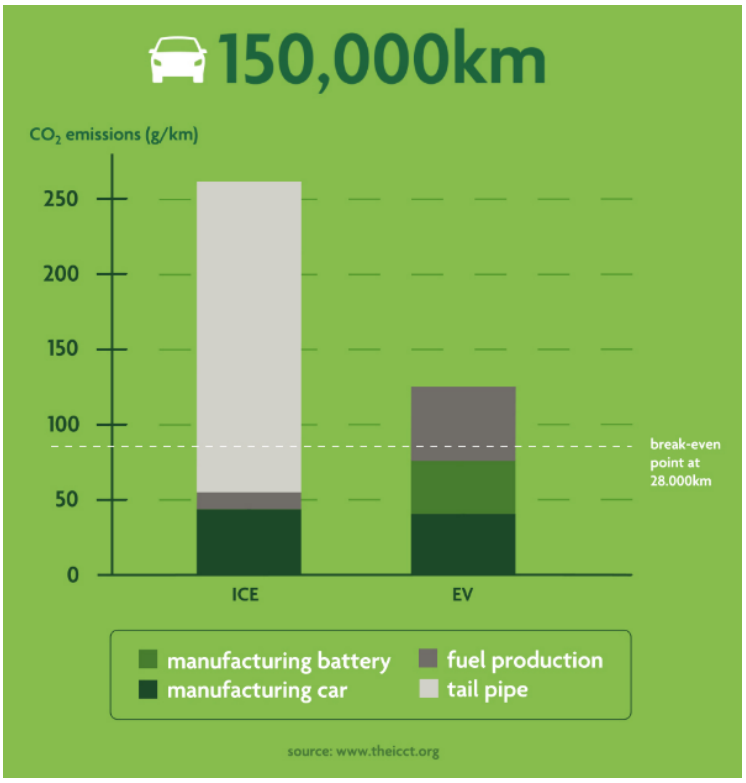

Figure 1: Relative CO2 emissions from EV and ICE vehicles across 150,000km distance. (Source: International Council on Clean Transportation)

The government set out its plan for reaching net zero in 2018 in its 'Road to Zero Strategy'[ii], building on this in 2021 with its 'Net Zero Strategy: Build Back Greener'[iii]. In 2021, it also identified the infrastructure that would be needed to support the transition to EVs in 'Taking charge: the electric vehicle infrastructure strategy'. This predicts that some 300,000 publicly available chargepoints will be required by 2030 and makes it clear that rollout must proceed at pace to ensure that sufficient chargepoints are available ahead of demand. From 2035, the sale of new petrol and diesel cars and vans will be banned, accelerating the vision to roll-out zero emission vehicles and increase uptake of new, green technologies.

In line with trends seen nationally, whilst still forming a relatively small percentage of overall vehicles, absolute numbers of new EVs registered to addresses in Cambridgeshire have been growing exponentially in recent years and these figures are only going to get larger.

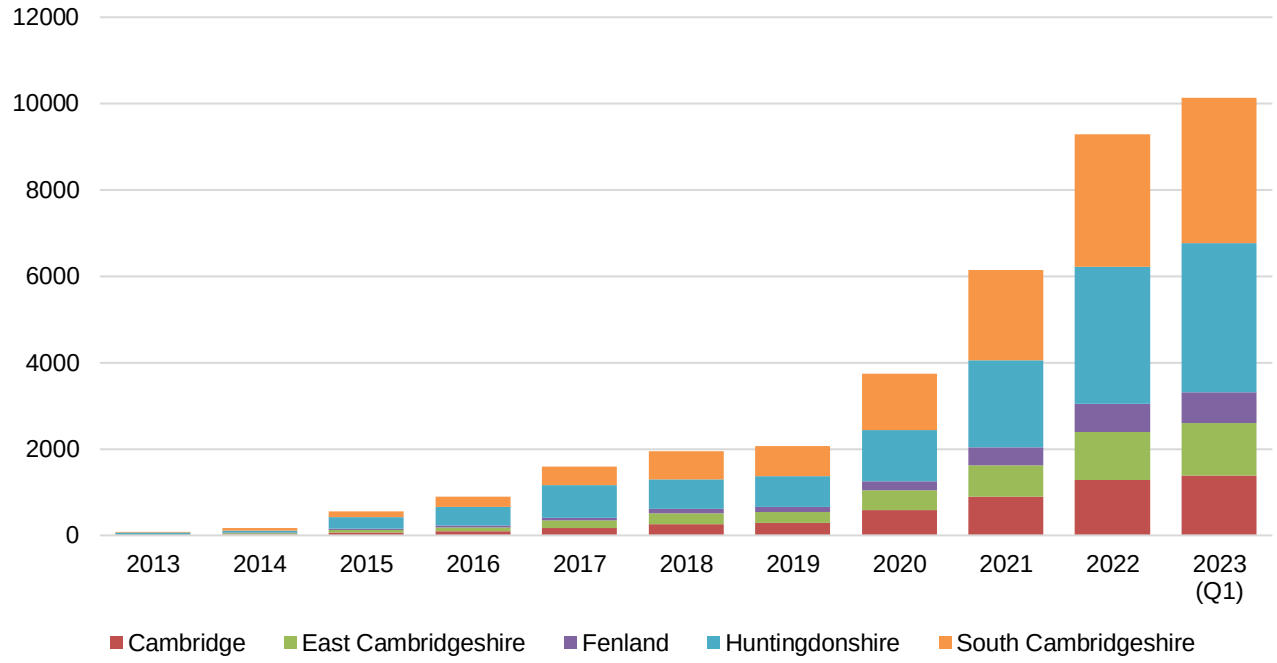

Figure 2 below shows how the number of plug-in cars under private or company keepership has grown from 2013 to Q1 of 2023.

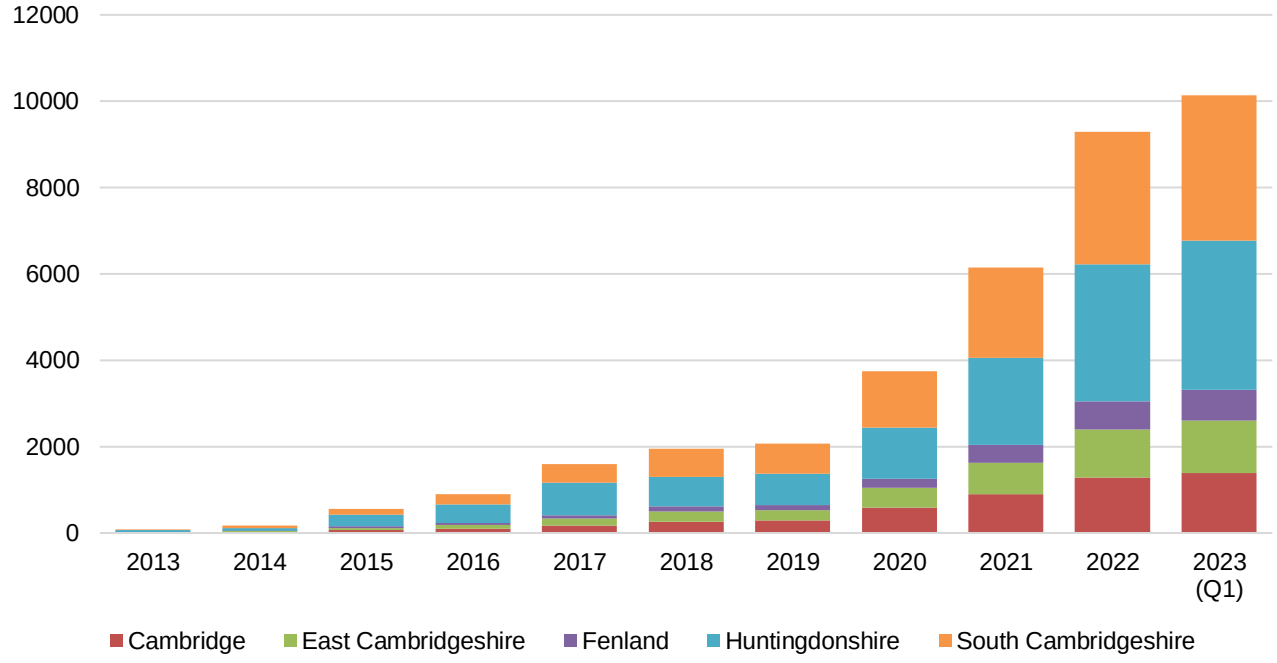

Figure 2: Licensed plug-in cars (private and company) in Cambridgeshire to Q1 2023 (Source: DfT[iv])

3 Purpose Of Policy

It is recognised that EVs have a role to play in meeting our net zero targets and that there will be considerable benefits brought to our cities and towns through improved air quality.

Nonetheless, our area also has other transport challenges relating to congestion, health outcomes and connectivity that need to be balanced against facilitating the infrastructure needs of EVs, ensuring that they sit within the road user hierarchy adopted in the Local Transport Plan.

The purpose of this policy is to clarify what, at the current time, Cambridgeshire County Council as local highway authority considers acceptable in terms of the installation and use of electric vehicle chargepoints (EVCPs) on the public highway. It is acknowledged that this is a sphere where new technologies are rapidly emerging, requiring local highway authorities to balance ambition with the needs of all users of the public highway. At the same time, we must ensure that highway assets which we are responsible for aren't adversely compromised and that the maintenance burden to the local highway authority is not increased. As such, it is recognised that this policy will need to be kept under review. It may need to be amended accordingly to reflect the acceptability or otherwise of new technology as it emerges and as the results of trials and pilot projects become available.

It is outside the scope of this policy to set out detailed geographical locations for EVCPs. An Electric Vehicle Infrastructure Strategy is currently under development by the Cambridgeshire and Peterborough Combined Authority (CPCA) which will set out in more detail the approach to developing a network of chargepoints across the county. The county council will work closely with the CPCA and constituent district councils to develop this strategy, ensuring that that a network of publicly available chargepoints is brought forward to meet the needs of our area in a timely manner.

4 Approach To Installation of EVCPS On The Public Highway

The adopted Cambridgeshire and Peterborough Local Transport Plan[v] and its successor - currently under development by the CPCA - is clear that its investments will focus on making active travel the natural first choice for journeys and sets out an indicative user hierarchy by place and movement function. This generally puts pedestrians, cyclists, those using mobility aids and public transport at the top of the user hierarchy, ahead of general motor traffic.

The Cambridgeshire Active Travel Strategy (2023)[vi] sets out more detailed policies, in particular around accessible and inclusive provision (Policy AT08), improved walking and cycling provision (Policy AT10) and adopting the Healthy Streets approach (Policy AT12)

With this framework in mind, whilst the switch to zero emission vehicles over petrol or diesel-powered vehicles is very much supported and encouraged, their role within the user hierarchy needs to be maintained. This means that as an overarching principle, infrastructure for EVs should not be installed at the expense of, or to the detriment to infrastructure intended for and used by the modes that sit above private vehicles in the hierarchy. Neither should the presence of an EVCP develop into an attractor in and of its own right, leading to an increase in vehicles in inappropriate locations.

5 Scope Of This Policy

As already set out, the purpose of this policy is not to identify specific locations for individual charge points. Rather, it is to set out the general principles that the local highway authority will apply when considering requests for chargepoints. This policy will cover the following scenarios:

- **Private off-street charging** – where the chargepoint, all associated infrastructure and the vehicle charging are located off the public highway
- **Private on-street charging –** where a private chargepoint and/or it facilitating infrastructure, and/or the vehicle charging are located on the public highway. This includes use of "crossing-over" methods such as gullies.
- **Public on-street parking** – where the chargepoint and vehicle charging are installed on the public highway for use by the public/residents
- **Public off-street parking –** where the chargepoint, associated infrastructure and vehicle charging are located off the public highway for use by the public
- **New developments** – use of the adoptable public highway to locate residential chargepoints where they are required through planning requirements

6 Private charging, off-street parking

Where the chargepoint, all associated infrastructure and the vehicle charging are located off the public highway

Where a resident or business wishes to install a charge point and all its facilitating infrastructure is on private land, such as a residential driveway or private car park, then no permission is needed from the local highway authority. Most installations can be carried out under permitted development rights as long as certain criteria are met. However, there are exceptions and the local planning authority should be consulted to ensure that any installation is compliant, particularly if the property is listed or within a conservation area. Buildings regulation approval is needed for the installation of an EV home charger.

Useful information on installing chargepoints can be found on the Energy Saving Trust's website and also the government's Office for Zero Emission Vehicles (OZEV) website, where you may be able to apply for a grant to install a chargepoint. It is worth noting that if you install a charging device on your property, it needs to be registered with the relevant Distribution Network Operator (DNO). For Cambridgeshire, this is UK Power Networks.

7 Private charging, on-street parking:

W*here a private chargepoint and/or its facilitating infrastructure and/or the vehicle charging are located on the public highway*

It is recognised that in many residential areas of Cambridgeshire, residents do not benefit from off-street parking and therefore the decision to switch to an EV is more complex as the issue of how to charge the vehicle needs greater consideration.

As the local highway authority, we have many responsibilities around the use of and maintenance of the public highway. The main concern when residents wish to charge their vehicle from the public highway using a domestic electricity supply is the issue of trailing cables across or above the footway. Section 178 of the Highways Act states that 'no person shall fix or place any…cable, wire or other similar apparatus over, along or across a highway without the consent of the highway authority for the highway'.

Cambridgeshire County Council does not permit trailing cables across public footpaths or verges for safety reasons, unless it is through a specific council led project/scheme. Even if covered with a mat protector, cables present a trip hazard, and present a disproportionate risk to those with protected characteristics and could be considered a breach of the Equalities Act 2010. The use of rails or beams placed over the highway for suspending charging cables is also not permitted.

We are aware of other innovative solutions such as cable gullies or channels that are emerging on the market to address this problem. Some of these are being trialled and assessed by other local highway authorities to establish how some of the significant legislative, risk and practical barriers could be overcome. We are exploring opportunities to pilot solutions locally to develop ways that effectively minimise risk to the county council and overcome any safety concerns. We will use any lessons and conclusions that have been drawn by other local authorities who have already trialled such solutions. The government has indicated that it will be providing guidance on these systems in due course. We will seek to develop piloting opportunities for these solutions in Cambridgeshire, providing residents the opportunity to work with us to test potential solutions. Once these and further guidance have been delivered, we will review our own position regarding such technologies with a view to enabling wider deployment where appropriate.

In the meantime, we encourage any residents considering investing in an EV to give careful consideration as to how they will charge a potential vehicle without the need to trail cables across public highway.

If you don't have access to off-street parking but are considering an electric vehicle, it would be helpful for you to register your interest as it enables us to record and gauge where demand for EV infrastructure is.

8 Public charging, on-street parking:

W*here the chargepoint is installed on the public highway for use by the public/residents*

8.1 Sighting of Chargepoints on the Highway

As stated above, this policy does not seek to specify exact locations for EVCPs as this will be developed through the CPCA's Electric Vehicle Infrastructure Strategy and a delivery plan for Cambridgeshire. As a general approach however, EV infrastructure should not be located in the footway.

Such placement creates additional street clutter which undermines efforts to increase walking, cycling, and wheeling and narrows the useable width of the footway. Only in exceptional circumstances, where it can be demonstrated that more than 2m of useable

footway can be maintained, or new and innovative technologies can be shown to not restrict access will this be considered.

In all cases, the Active Travel Team at should be consulted at activetravel@cambridgeshire.gov.uk to ensure that any proposals do not undermine any future plans for active travel infrastructure.

Where chargepoints are located in close proximity to street lighting columns, the BS7671 Wiring Regulations must be adhered to, in order to maintain a minimum distance between them.

Some parking bays, especially in Cambridge City are pay and display and can be in high demand. The parking enforcement team should be consulted at an early stage to provide guidance on the suitability or otherwise of particular locations.

8.2 Charging utilising lighting columns

We are aware that some other authorities are adding chargepoints to street lighting columns, as in some situations, they can provide a more straightforward, lower cost solution to residential on-street charging by providing a slow charge. This option has been explored locally and at the present time is not a feasible solution. Since 2011, street lighting columns have been systematically moved to the back of footways through our street lighting PFI contract. The purpose of this has been to reduce street clutter within the footway itself and to reduce the frequency with which vehicles collide with and damage the columns

8.3 Designation of EV-Only Parking Spaces/Bays

On-street parking restrictions may only be designated and enforced through use of a Traffic Regulation Order (TRO). Should dedicated spaces solely for the use of EVs be required, then an application for a TRO must be submitted to and approved by the highway authority. A balance needs to be struck between building confidence in the availability of EV charging infrastructure by rolling chargepoints out ahead of demand, against misuse of chargepoints through overstays or parking by petrol and diesel vehicles.

There are fees attached to TRO applications which apply whether a TRO is implemented from the outset of a project or at a later date. The costs of TROs must be borne by the project/scheme delivering the EV charging infrastructure.

Where it is agreed that an EV charging space needs to be designated, and a TRO has been approved, the space must be signed and marked in accordance with the Traffic Signs Regulations and General Directions 2016[vii]. This is to ensure that any restrictions on their use are enforceable.

9 Public charging, off-street parking

Where the chargepoint is installed on non-highway land (e.g. a car park) for use by the public

Given the complexities around the maintenance, liability and licensing of on-street chargepoints and emerging technologies, in the shorter term the installation of public

chargepoints in off-street locations such as car parks and community facilities may provide a more preferable means of providing EV infrastructure in hard-to reach areas.

Through the CPCA's Electric Vehicle Infrastructure (EVI) Strategy and the development of a Cambridgeshire delivery plan, we will investigate how we can facilitate the roll-out of such infrastructure, particularly where we or partner councils are in direct control of the land. Section 50 Licences may be required for the connection to an EVCP placed in off street parking facilities.

10 New developments

Retrofitting EV infrastructure into public highway and existing developments poses a number of challenges as already highlighted. However, in new developments, chargepoint provision should be "designed in" from the outset so that these challenges are eliminated. It is incumbent upon the developer to provide suitable levels of EV charging points, as may be required to meet OZEV requirements, within each dwelling curtilage, or in designated areas (private laybys/ small communal car parks etc). These must be provided without need to install on the adoptable public highway. Section 2.5 xvii of the Cambridgeshire Highways Development Management – General Principles for Development January 2023[viii] should be referred to.

Additionally, we recommend that the promoter of any site should carefully consider the siting of EV charging in relation to the overall development management strategy, as recommended in the National Design Guide[ix], such that 'management and maintenance responsibilities are clearly defined for all parts of a development'.

11 Design and Accessibility

Nationally it is expected that by 2035 when the ban on the sale of new petrol and diesel cars and vans vehicles come into force, there will be over 2.7 million disabled drivers on UK roads. In addition, there will be many other people who will find more accessible chargepoints beneficial, such as older people, those with children, those who aren't confident using technology and those who have temporary injuries. Ensuring everyone in our community can easily access and use charging infrastructure is vital.

In addition to a presumption against EV charging infrastructure encroaching on infrastructure intended for walking, cycling, wheeling and public transport, it is critical that once a location is agreed upon, sufficient consideration is given to the design and accessibility of the chargepoint itself. By their very nature, people's needs can vary and an adaptation that meets one person's needs, may not necessarily be suitable for someone else. Nonetheless, any installation of a chargepoint should have due regard to best practice as its starting point.

The British Standards Institute, in collaboration with the charity Motability has developed best practice guidance on the provision of accessible chargepoints. PAS1899:2022[x] provides detailed requirements and recommendations for the design of public EV charging infrastructure and practical guidance on interpreting the standard can be found here[xi].

Any installation needs to demonstrate how it has had due regard for the guidance through completion of a Cambridgeshire County Council Equality Impact Assessment form that considers, in addition to the standard requirements:

- Signage and information;
- The built environment, including space around the vehicle and the position and location of the chargepoint;
- Charging of the vehicle, including being able to see, reach and use parts of the charging unit; starting and stopping the charge as well as connectors, sockets and cables.

12 Licensing, Maintenance and decommissioning

12.1 Licensing

Licences are generally required to install EVCP on the public highway.

Section 50 licences (under the New Roads and Streetworks Act 1991) are issued to third party companies or individuals who are not already licensed through statutory undertaker status. The licence permits them to install or maintain apparatus in the highway. The use of section 50 licences by electric vehicle chargepoint operators (EVCPOs) is an area where we are awaiting further guidance from the government.

EVCPOs do not have statutory powers to install EVCPs in the public highway. Therefore, at the present time a section 50 licence will only be issued for the installation of EVCPs to projects promoted by either Cambridgeshire County Council, the Cambridgeshire and Peterborough Combined Authority or a tier 2 council. In all instances the project promotor must take on the maintenance liability for the EVCPs or have contracted that maintenance liability to an EVCPO.

12.2 Maintenance & Decommissioning

The maintenance and decommissioning requirements of EVCP on the public highway infrastructure must be at least equal to the service standards set out in the Highway Operational Standards[xii]. Any EVCP project must seek to minimise the maintenance and decommissioning burden placed on the highway authority.

12.3 permissions and community engagement

Responsibility for obtaining any necessary permissions, undertaking the appropriate consultation and dealing with any objections is borne by the project and not the local highway authority.

13 references

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[xii] Cambridgeshire County Council's Highway Operational Standards
https://www.cambridgeshire.gov.uk/asset-library/highway-operational-standards-april-2023.pdf