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## Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreword</td>
<td>iii</td>
</tr>
<tr>
<td>0 Introduction</td>
<td>v</td>
</tr>
<tr>
<td>1 Scope</td>
<td>1</td>
</tr>
<tr>
<td>2 Normative references</td>
<td>2</td>
</tr>
<tr>
<td>3 Terms and definitions</td>
<td>3</td>
</tr>
<tr>
<td>4 General requirements</td>
<td>6</td>
</tr>
<tr>
<td>5 Physical chargepoint design</td>
<td>8</td>
</tr>
<tr>
<td>6 Chargepoint placement</td>
<td>18</td>
</tr>
<tr>
<td>7 Streetscape and public realm around the chargepoint</td>
<td>24</td>
</tr>
<tr>
<td>8 Digital platforms and information provision for chargepoints</td>
<td>28</td>
</tr>
<tr>
<td>Annexes</td>
<td></td>
</tr>
<tr>
<td>Annex A (informative) Establishing an inclusive and safe environment around public chargepoints</td>
<td>31</td>
</tr>
<tr>
<td>Annex B (informative) Designated accessible parking bays – off-street chargepoints</td>
<td>34</td>
</tr>
<tr>
<td>Annex C (informative) Designated accessible parking bays – on-street chargepoints</td>
<td>41</td>
</tr>
<tr>
<td>Annex D (normative) Wireless/inductive chargepoints</td>
<td>47</td>
</tr>
<tr>
<td>Annex E (informative) Checklists for requirements and good practice guidance for accessible public chargepoints</td>
<td>48</td>
</tr>
<tr>
<td>Annex F (informative) Determining forces required for charging cable manoeuvrability</td>
<td>65</td>
</tr>
<tr>
<td>Bibliography</td>
<td>68</td>
</tr>
</tbody>
</table>

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List of figures

Figure 1 – Roles and responsibilities for PAS 1899 ........................................ viii
Figure 2 – Navigating the structure of PAS 1899 ............................................ ix
Figure 3 – “Concentric” model for requirements within PAS 1899:2022 ...... 6
Figure 4 – Chargepoint component heights: Socket-outlet and holster heights ........................................................................................................ 10
Figure 5 – Chargepoint component heights: Screen/visual interface and payment terminal heights ................................................................. 10
Figure 6 – Space around chargepoint and position of impact protection barriers ........................................................................................................ 19
Figure 7 – Space around chargepoint and position of bollards .................... 22
Figure B.1 – Additional space allowance surrounding off-street designated accessible parking bays with public chargepoints .................................. 36
Figure B.2 – Additional space allowance surrounding designated accessible parking bays with public chargepoints – placement of wheel stops .......... 37
Figure C.1 – Additional space allowance surrounding on-street kerbside designated accessible parking bays with public chargepoints ................. 43
Figure C.2 – Additional space allowance surrounding on-street kerbside designated accessible parking bays with public chargepoints with angled footway access area ........................................................................ 44
Figure C.3 – Additional space allowance surrounding designated accessible parking bays with public chargepoints – angled parking bays (off- and on-street) ....................................................................................... 45
Figure F.1 – Linear forces required to operate a public chargepoint .......... 66

List of tables

Table 1 – Chargepoint scenarios for PAS 1899 .............................................. ix
Table 2 – Height range requirements for chargepoint components .............. 9
Table E.1 – Checklist: Core standard for minimum requirements for accessibility for all public chargepoints ................................................................. 48
Table E.2 – Checklist: Supplementary good practice accessibility guidance for all public chargepoints .................................................................................. 56
Table E.3 – Checklist: Good practice accessibility guidance for chargepoints installed adjacent to off-street designated accessible parking bays ........ 58
Table E.4 – Checklist: Good practice accessibility guidance for chargepoints installed adjacent to on-street designated accessible parking bays .......... 62
Foreword

This Publicly Available Specification (PAS) was sponsored by the charity Motability and the Office for Zero Emission Vehicles (OZEV). Its development was facilitated by BSI Standards Limited and it was published under licence from The British Standards Institution. It came into effect on 31 October 2022.

Acknowledgement is given to Peter Weldon, GHD, as the technical author, and the following organizations that were involved in the development of this PAS as members of the steering group:

- AccessAble
- BP Pulse
- Consumer & Public Interest Network (CPIN)
- Disabled Persons Transport Advisory Committee (DPTAC)
- Easee
- Electric Vehicle Association (EVA) England
- Gemserv
- GHD
- Jane Simpson Access
- Leonard Cheshire
- Motability
- National Highways
- NI Civil Service
- Office for Zero Emission Vehicles (OZEV)
- Pod-point
- R-E-A (Renewable Energy Association)
- Scope
- Transport Scotland
- Transport for Wales
- UK Charity, Designability
- UK Power Networks
- Zap-Map

Acknowledgement is also given to the members of a wider review panel who were consulted in the development of this PAS.

This PAS is not to be regarded as a British Standard. It will be withdrawn in the event it is superseded by a British Standard.

The PAS process enables a specification to be rapidly developed in order to fulfil an immediate need in industry. A PAS can be considered for further development as a British Standard, or constitute part of the UK input into the development of a European or International Standard.

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Where websites and webpages have been cited, they are provided for ease of reference and are correct at the time of publication. The location of a webpage or website, or its contents, cannot be guaranteed.

Presentational conventions

The provisions of this PAS are presented in roman (i.e. upright) type. Its requirements are expressed in sentences in which the principal auxiliary verb is “shall”.

Commentary, explanation and general informative material is presented in smaller italic type, and does not constitute a normative element.

Where words have alternative spellings, the preferred spelling of the Shorter Oxford English Dictionary is used (e.g. “organization” rather than “organisation”).
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Compliance with a PAS cannot confer immunity from legal obligations.

In particular, attention is drawn to the following specific regulations:

- Equality Act 2010 [1];
- Building Regulations 2010 and subsequent amendments [2];
- Building (Amendment) (Wales) Regulations 2014 [3];
- Building (Scotland) Regulations 2004 and subsequent amendments [4];
- Building Regulations (Northern Ireland) 2012 and subsequent amendments [5];
- Traffic Signs Regulations and General Directions 2002 [6].

**NOTE** Attention is also drawn to Article 9 in the UN Convention on the Rights of Persons with Disabilities [7], which states that appropriate measures should be taken to ensure that disabled people have access on an equal basis with others to the physical environment, transportation, information and communications, and to enable them to live independently and participate fully in all aspects of life.
0 Introduction

0.1 Context for PAS 1899

Government policy and intervention is leading to an increase in uptake of electric vehicles, which necessitates a significant network of commercially viable public electric vehicle chargepoints across the UK. With an estimated 14 million disabled people in the UK and 2.7 million predicted disabled drivers and/or passengers in ten years’ time\(^1\) [8], with this figure expected to grow further, it is essential that chargepoint deployment aligns with government policy, strategy and guidance including “Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure”\(^2\) [N1], “The Inclusive Transport Strategy: Achieving Equal Access for Disabled People”, and “Taking charge: the electric vehicle infrastructure strategy”\(^3\). Alignment with these policies and strategies will mean that all chargepoints are inclusive and accessible and can be used by all consumers, designed to relevant standards.

The policy direction for road transport has been set by UK Government with a phase out on sales of new petrol and diesel cars and vans set for 2030. UK Government is committed to making the UK’s transition to zero emission road transport inclusive for all, and policy developments focused on improving the consumer experience of using public chargepoints\(^4\) [9] and setting accessibility standards for public chargepoints\(^5\) [10] are contributing to this vision.

There is a growing suite of research focused on ensuring accessibility of chargepoints for disabled people. Major market and industry players, charities, research institutions, public sector bodies and distribution network operators, amongst others, have undertaken research efforts that highlight the additional barriers faced by disabled people in their use of chargepoints. The resolution of these barriers can also contribute to accessibility and inclusivity for other groups of consumers, including older people, and ensure that the requirements of a diverse range of disabled people are considered\(^6\).

NOTE 1 “Accessibility” is considered in relation to users, drivers and passengers, and others nearby, and in relation to disabled people, people of other protected characteristic groups, and including, older people and those with children, thereby making chargepoints inclusively designed for a general population as well as for disabled drivers.


\(^6\) It is against the law to discriminate against anyone because of “protected characteristics”, which are age, gender reassignment, being married or in a civil partnership, being pregnant or on maternity leave, disability, race including colour, nationality, ethnic or national origin, religion or belief, sex, and sexual orientation [1].
The UK Government’s policy developments, combined with this suite of research, have highlighted strong industry appetite to understand and address accessibility of public chargepoints. Whilst a majority of current electric vehicle charging occurs in private locations such as households with off-street parking, research has shown that up to half of disabled people in the UK will be partially or wholly reliant on public charging by 2035. This highlights a clear need to define what accessible charging comprises, and how to implement accessibility in consideration of public chargepoints.

There is notable European and international interest in addressing accessibility of chargepoints. Prior research commissioned by Motability identified an absence of common standards that address disabled people’s access when designing and installing chargepoints. Subsequently, there is growing appetite from European and international bodies to implement such standards and to ensure zero emission transport is inclusive for all.

Importantly, research undertaken in the fields of accessibility and electric vehicle charging has indicated an increased willingness of disabled people to transition to electric vehicles if charging was more accessible. There is an opportunity to ensure that accessibility is embedded in public chargepoints during design and installation, avoiding a need to reposition, reconfigure or remove chargepoints that are not accessible to all users, thereby contributing to improving the commercial case for public chargepoints by avoiding the cost of retrofitting.

The intention of this PAS is to provide requirements and recommendations to any party involved in procuring and providing public chargepoints, including installers and manufacturers of public chargepoints, local authority planners, highways authorities, chargepoint providers, chargepoint location landowners, chargepoint owners and others who will be responsible for the locally built environment for any publicly available chargepoint in the UK. The PAS delivers on the UK Government’s commitment to develop new standards for accessible public chargepoints.

The PAS sets out the minimum specification for an accessible public chargepoint, providing a new standard to ensure this infrastructure is accessible to users. In addition, the PAS provides best practice guidance for the provision of accessible chargepoints specifically adjacent to designated accessible parking bays. This approach supports the objective that all electric vehicle chargepoints meet certain minimum requirements for accessibility, regardless of whether the parking bay to which it is attached is a standard or designated accessible parking bay, whilst also ensuring that for those who require designated accessible parking, chargepoints installed in those designated accessible parking bays also meet their needs.

The provision of clear standards on how to install more inclusively designed chargepoints is expected to improve the experiences of disabled people using public chargepoints, and can increase public engagement and confidence in the future of electric vehicle charging. The implementation of these standards in combination with the best practice guidance provided in the UK Government’s “Inclusive Mobility” has the potential to have additional benefits for others in the public realm, such as pedestrians and cyclists, by maintaining accessibility in surrounding areas.

**NOTE 2** This PAS is applicable to all public chargepoints, with a definition for public chargepoints provided in 0.2.6; however, in consideration of key differences in types of public chargepoints, some clauses are only applicable to specific types of chargepoints, and annexes provide supplementary best practice guidance for accessibility for all public chargepoints, and best practice guidance for chargepoints installed specifically adjacent to designated accessible parking bays.

**NOTE 3** UK Government has announced its intention to introduce consumer experience regulations in response to known issues experienced by users of electric vehicle chargepoints. The regulations announced by UK Government address five key areas of market failure:

- Minimum payment method: consumers should be able to charge their vehicle and pay with ease, using a payment method that is not specific to a brand and does not require a payee’s mobile or internet signal.

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• Payment roaming: consumers should be able to access and pay at all public chargepoints easily with membership cards or smartphone apps enabling payment roaming.

• Open data: all drivers should be able to locate available and working chargepoints that suit their needs easily when they need to charge their vehicle, with openly available static and dynamic (i.e. data types that are subject to change on a regular basis such as whether the chargepoint is in use or available) data.

• Pricing transparency: consumers should be able to understand and compare pricing offers across the UK charging network, using a pence per kWh metric which is clearly displayed in advance of charging.

• Reliability: consumers should feel confident that the UK charging network is reliable and easy to use, with a 99% reliable charging network and with a free 24/7 helpline when consumers experience issues.

• The requirements within this PAS align with the announced consumer experience regulations. The consumer experience regulations are referenced where relevant throughout this PAS.

0.2 Instructions for using PAS 1899

0.2.1 General

The chargepoint landscape is inherently complex due to the range of different bodies involved in the provision and installation of public chargepoints, along with the different types and locations of public chargepoints. There is also an inherently complex range of existing guidance and standards related to the provision of public chargepoints. All requirements within this PAS have been developed using an inclusive design approach, the principles of which design for all people with different accessibility requirements including those with permanent and temporary impairments. Clause 4 provides instructions for interpreting and navigating PAS 1899; users of this PAS will also need to cross-refer to existing guidance, which has been noted in this PAS where relevant.

0.2.2 Roles and responsibilities

The provision, installation and operation of public chargepoints inherently involves many different bodies, including but not limited to:

• chargepoint designers, manufacturers and installers;

• local authority or city planners and infrastructure planners;

• chargepoint location landowners and others who are responsible for the local built environment;

• chargepoint owners;

• urban design professionals;

• distribution network operators;

• highways authorities;

• chargepoint operators; and

• end users, including both private and professional/commercial drivers.

As such, there are roles and responsibilities for the different categories of bodies to be taken into account for accessibility of public chargepoints.

The ultimate onus of responsibility for conforming to the requirements within PAS 1899 is on the procurer of public chargepoints. The procurer can comprise a range of different bodies including the chargepoint operator, the service provider, a local authority, or other landowners or leaseholders such as a car park owner. In using this PAS, the procurer of public chargepoints is responsible for meeting the requirements within this standard, ensuring that chargepoints procured are designed to the specifications necessary for accessibility and that appropriate information provision and support is available; and for satisfying accessibility requirements related to the placement of the chargepoints and the surrounding built environment. The procurer is also responsible for complying with equality legislation and taking into account supplementary best practice accessibility guidance for all parking bays (Annex A), and for implementing best practice guidance for designated accessible parking bays (Annex B and Annex C), as outlined throughout this PAS.

Whilst the onus of responsibility for conforming to the requirements within PAS 1899 is on the procurer of public chargepoints, the requirements within PAS 1899 have impacts on other bodies involved in the provision, installation and operation of public chargepoints – for example, requirements for the physical design of a chargepoint have an impact on chargepoint designers and manufacturers. Some aspects, such as continued maintenance of public chargepoints, will require the procurer to ensure appropriate contractual agreements are in place.

Figure 1 explains the roles and responsibilities for implementing PAS 1899 broken down by clause, including the ultimate responsibility for the procurer of public chargepoints and the range of other bodies that may be involved. As shown in Figure 1, engagement and collaboration with other bodies is essential in the provision of accessible public chargepoints.
**Figure 1 – Roles and responsibilities for PAS 1899**

<table>
<thead>
<tr>
<th>Responsibility of procurer of public chargepoints</th>
<th>Possible additional bodies involved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clause 5 (design)</td>
<td>Chargepoint operators, equipment providers, manufacturers, component providers, chargepoint designers</td>
</tr>
<tr>
<td>Clause 6 (placement)</td>
<td>Chargepoint operators, landowners, landlords, local authorities, car park owners, planners, highways authorities, installers, leaseholders</td>
</tr>
<tr>
<td>Clause 7 (streetscape)</td>
<td>Chargepoint operators, landowners, landlords, local authorities, car park owners, planners, highways authorities, installers, leaseholders</td>
</tr>
<tr>
<td>Clause 8 (Information)</td>
<td>Chargepoint operators, system providers, software developers, equipment providers</td>
</tr>
</tbody>
</table>

Additionally, the supplementary best practice guidance for accessibility of public chargepoints (Annex A) includes guidance for a range of other bodies involved in public chargepoint provision – whilst much of the guidance in Annex A is considered outside the direct control of the procurer of public chargepoints, the procurer of public chargepoints should nevertheless ensure that this guidance is implemented by engaging with other bodies involved in the installation process. Annex D covers requirements related to wireless/inductive chargepoints.

In order to assist the procurer of public chargepoints in understanding the implementation of the requirements within this PAS, Annex E provides a checklist which covers each of the individual requirements included within this PAS.

**NOTE** This PAS is applicable to all public chargepoints, with a definition for public chargepoints provided in 0.2.6; however, the PAS can also be used to improve the accessibility of chargepoints not covered by the definition provided in 0.2.6.

**0.2.3 Provision of minimum requirements for accessibility for all public chargepoints and best practice accessibility guidance for chargepoints installed adjacent to designated accessible parking bays**

The aim of this PAS is to specify minimum requirements for accessibility for all public chargepoints whilst also providing supplementary best practice guidance for all public chargepoints as well as best practice guidance for chargepoints installed specifically adjacent to designated accessible parking bays. The PAS therefore has three main focus areas:

- core standard for minimum requirements for accessibility for all public chargepoints (Clauses 4–8);
- supplementary best practice accessibility guidance for all public chargepoints (Annex A); and

In order to cater for these different focus areas, the PAS is necessarily divided into normative clauses to address minimum accessibility for all public chargepoints, and informative annexes to address the supplementary best practice guidance for all public chargepoints and the guidance for chargepoints installed specifically adjacent to designated accessible parking bays. Figure 2 provides an explanation of how to navigate the structure of this PAS – as shown, for designated accessible parking bays, all requirements in Clauses 4–8 need to be followed, along with implementing the best practice guidance in Annex B or Annex C.
Wireless and inductive charging is addressed in Clause 4 and Annex D – similar to the diagram above, the clauses and annexes described in Figure 2 need to be implemented for wireless and inductive charging in addition to conductive charging, following the same process dependent on where the wireless charging is located.

0.2.4 Types of public chargepoints
Due to the nature of the chargepoint market, there are different types, locations and configurations of chargepoints that have differing accessibility requirements. The requirements within this PAS are applicable to all public chargepoints, but some requirements are specifically for a certain “scenario” of chargepoints, such as requirements specifically for on- or off-street parking bays, or requirements for higher-powered or lower-powered chargepoints. For the purposes of this PAS, four chargepoint scenarios are defined, as outlined in Table 1.

Table 1 – Chargepoint scenarios for PAS 1899

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
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<tbody>
<tr>
<td>Scenario A</td>
<td>Low-powered off-street</td>
</tr>
<tr>
<td>Scenario B</td>
<td>High-powered off-street</td>
</tr>
<tr>
<td>Scenario C</td>
<td>Low-powered on-street</td>
</tr>
<tr>
<td>Scenario D</td>
<td>High-powered on-street</td>
</tr>
</tbody>
</table>

For Table 1:

a) “Low-powered” refers to chargepoints with a power rating of 22 kW and below.

b) “High-powered” refers to chargepoints with a power rating above 22 kW.

c) “Off-street” refers to any chargepoint location that is not on the public highway, such as car parks, charging hubs and service areas.

d) “On-street” refers to any chargepoint location that is on the public highway, such as in residential areas and on high streets.

0.2.5 Chargepoint components
Public chargepoints have different chargepoint components dependent on their physical configuration. These components can include:

a) cable management system;

b) charging cable;

c) charging connector;

d) connector dock or holster;

e) charging socket-outlet;

f) feeder pillar;

g) payment terminal; and

h) screen/visual interface.
0.2.6 Definition of public chargepoints

This PAS specifies requirements for all public chargepoints. The definition of “public chargepoint” is as outlined in the Alternative Fuels Infrastructure Regulations 2017 (AFIR)\(^\text{11}\) [11], as follows:

A recharging or refuelling point is accessible to the public if it is—

(a) intended for use by members of the general public (including those situated in public car parks, whether or not those car parks are available only to consumers of specific goods or services); and

(b) not intended for—

(i) exclusive use in respect of a vehicle produced by a specific manufacturer;

(ii) use by persons engaged in specific occupations;

(iii) use by persons whilst at their place of employment (including visitors); or

(iv) exclusive use by occupiers of, or visitors to, residential premises.

“Recharging point” means an interface which is accessible to the public and is capable of charging one electric vehicle at a time, or exchanging a battery of one electric vehicle at a time.

Whilst at a minimum the PAS applies to chargepoints in scope of the AFIR 2017 definition, including on-street chargepoints, destination chargepoints (e.g. in supermarkets), en-route chargepoints (e.g. at motorway service areas), and chargepoint hubs, the requirements as outlined in this PAS are also relevant and useful for other categories of chargepoints, including residential (e.g. car parks for residential buildings), workplace, and semi-public (i.e. chargepoints that might be private during some times of the day whilst public at other times, with limitations or conditions applied on usage) chargepoints. It is strongly recommended that this PAS is incorporated for categories of chargepoints that fall outside the AFIR 2017 definition to ensure accessibility at a wider range of chargepoints.

1 Scope

This PAS specifies requirements for the provision of accessible public chargepoints for electric vehicles to all potential users, including, for example, disabled people and older people. The PAS is applicable to all public chargepoints. The PAS primarily addresses requirements for conductive charging (i.e. plug-in vehicle charging), with wireless/inductive charging addressed where relevant.

The focus of this PAS is on chargepoints used to charge motor vehicles (e.g. cars and vans) due to their greater spatial needs and requirement for dedicated infrastructure, rather than charging for mobility aids such as mobility scooters that are charged off-street. Moped and motorcycle users can also benefit from the requirements within the PAS. Larger vehicle categories such as minibuses are addressed where relevant, as users of larger vehicle categories can also benefit from the requirements within the PAS.

The PAS covers:
• the physical aspects of the environment surrounding fixed chargepoints (e.g. kerb height, ground type);
• the location, placement and spacing of chargepoints within the streetscape/public realm and relative to other infrastructure and/or objects (e.g. placement of chargepoints relative to individual parking bays, adequate space surrounding the chargepoint and vehicle);
• factors to be taken account of in the design and specification of accessible chargepoints and their more immediate surrounding areas (e.g. height of chargepoint components, cables and cable management systems, bollard spacing, interface tilt, colours used, accessibility of language within communications, weight and associated forces required to use equipment in an accessible manner); and
• information (physical and digital), signals and indicators provided.

In addition to normative requirements for all public chargepoints to address minimum requirements for accessibility, informative best practice guidance is subsequently provided within this PAS, in terms of supplementary accessibility guidance for all public chargepoints, and best practice accessibility guidance for chargepoints specifically located adjacent to designated accessible parking bays where additional space considerations are required.

The PAS covers both tethered and non-tethered chargepoints, along with chargepoints that can be attached to existing street furniture such as lamp post chargepoints or bollard or pillar chargepoints, as well as wall-mounted chargepoints and dual-socket chargepoints (for example those used in car parks or in on-street locations).

The PAS does not cover:
• electric chargepoints and charging systems used within domestic/private environments;
• specific materials used within a chargepoint;
• charging rates, charging prices, and software for payment methods;

NOTE 1 Payment methods and payment metrics are addressed in the UK Government’s announced consumer experience regulations.
• user personal safety and protection;

NOTE 2 General principles for a more inclusive environment are within the scope of the PAS.
Guidance on access standards to and within curtilages and associated infrastructure is available in BS 8300-1 and BS 8300-2.
• grid connections for public chargepoints, other than equipment in the immediate vicinity of public chargepoint equipment such as feeder pillars;
• parking policy related to restrictions on parking in parking bays adjacent to public chargepoints including designated accessible parking bays, and related to retrofitting or otherwise existing designated accessible parking bays with chargepoints; and
• planning policy related to specifying a proportion of designated accessible parking spaces within a car park to be equipped with electric vehicle charging.

The PAS should be used in combination with guidance within BS 8300-1 and BS 8300-2, the UK Government’s “Inclusive Mobility” [N1] guidance, and the UK Government’s “Manual for Streets” guidance. This PAS solely covers inclusivity and accessibility of public chargepoints, and should be used in combination with other standards addressing the installation and connection of public chargepoints in general, as referenced throughout this PAS.

NOTE 3 Although the PAS is developed with the intended use in the UK, it might also be suitable for international use.

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