

North Tyneside Council

Report to Director of Regeneration and Economic Development and Director of Environment

Date: 28 August 2024

Title: North Tyneside Zero Emission Vehicles Strategy

Portfolio(s): Environment Climate Emergency	Cabinet Member(s): Councillor H Johnson Councillor S Graham
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Report from Service Area:

**Regeneration and Economic Development
Environment**

Responsible Officer:

Paul Watson, Head of Highways and Transportation (Tel: 0345 2000 101)
Paul Nelson, Head of Environmental Sustainability (Tel: 0191 643 6467)

Wards affected:

All

PART 1

1.1 Executive Summary:

This report seeks the agreement of the Director of Regeneration and Economic Development and the Director of Environment to approve an amended version of the North Tyneside Zero Emission Vehicles (ZEV) Strategy (“the Strategy”).

At its meeting on 19 February 2024, Cabinet authorised the Director of Regeneration and Economic Development and the Director of Environment to make amendments to the Strategy to reflect the actions agreed by Cabinet, and authorised the Director of Regeneration and Economic Development and the Director of Environment, in consultation with the Cabinet Member for Environment and the Cabinet Member for the Climate Emergency, to make amendments to the Strategy when appropriate, to reflect the developing nature of the market for ZEVs.

Relevant general updates are proposed to the Strategy, and text has been added to clarify the Authority's position on the use of cable matting for EV charging and to strengthen the wording around on-street provision for EV charging. Limited amendments to the Strategy are also proposed to reflect the developing nature of the market for ZEVs.

1.2 Recommendation(s):

It is recommended that the Director of Regeneration and Economic Development and the Director of Environment:

- a) note the contents of the report; and
- b) approve the amended North Tyneside Zero Emission Vehicles Strategy.

1.3 Forward Plan:

Twenty-eight days' notice of this report has been given and it first appeared on the Forward Plan that was published on 28 June 2024.

1.4 Council Plan and Policy Framework

The proposals in this report relate to the following priority in Our North Tyneside Plan 2021 to 2025:

- A green North Tyneside:
 - We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030

The proposals also support the following priority in the Carbon Net Zero 2030 Action Plan:

- Travel
 - Bid for EV charging infrastructure (on-Street, Fast, HPC)

1.5 Information:

1.5.1 Background

The aims of the regional North East Transport Plan and the associated North East Zero Emission Vehicles Strategy include the delivery of reliable, publicly accessible charging infrastructure across the region, to help support drivers of petrol and diesel cars and vans to make the transition to zero-emission vehicles (ZEVs), which includes both hydrogen-powered vehicles and electric vehicles (EVs).

The North Tyneside Transport Strategy notes the Authority's commitment to support a substantial shift to ZEVs in place of petrol or diesel vehicles.

Within the context of the Transport Strategy are a number of more detailed strategies and plans, which include the Strategy approved by Cabinet on 29 November 2021. The Strategy sets out information regarding aspects of ZEVs; summarises various challenges associated with increasing the uptake of ZEVs; and specifies an action plan including 'leadership' actions, which can be undertaken directly by the Authority, and 'influencing' actions, whose delivery the Authority can assist in prompting.

1.5.2 Recommendations of the cross-party working group

Following a Motion approved at Full Council on 19 January 2023, a cross-party working group met on two occasions in 2023. The group looked holistically at a range of available options in relation to electric vehicle charging, against the national, regional and local policy backdrop and with the support of industry experts.

In November 2023, full Council noted the findings of the working group and agreed that relevant details, including the actions recommended by the working group, should be reported to Cabinet. Cabinet on 19 February 2024, considered the group's findings, and accepted each of its recommendations either wholly or in part. The two recommendations directly relevant to this report are:

- i. Recommendation 1, which involved updating the Strategy to provide further guidance around on-street EV charging provision: this was accepted by Cabinet; and
- ii. Recommendation 7, under which the group referred to several challenges relating to the potential use of cable matting on the highway and recommended that the Authority's position should be clarified. This was accepted in part by Cabinet where it was agreed that such clarification should be made through the updating of the Strategy and affirmed that implementation must be in accordance with relevant

highway and associated legislation and with consideration for wider relevant factors.

1.5.3 Updating the North Tyneside Zero Emission Vehicles Strategy

The Strategy has been reviewed by officers in consultation with the relevant Cabinet Members. This work has taken account of the actions agreed by Cabinet in February 2024.

In accordance with Cabinet's decision, officers have identified relevant general updates to the Strategy and added text to clarify the Authority's position on the use of cable matting and strengthen the wording around on-street provision. In addition, limited amendments to the Strategy have also been identified to reflect the developing nature of the market for ZEVs.

In relation to cable matting, consideration has been given to the position taken by other authorities in the region and elsewhere in the country. There are no authorities in the North East Combined Authority area which currently endorse the use of cable matting by residents for charging an EV, and there appears to be limited examples elsewhere in the UK. Considerations include potential risks associated with the use of cable matting on a footway and implications for footway users, particularly in adverse weather conditions e.g. when matting is obscured by snow or leaf fall, and its potential effects on management of the highway and parking arrangements.

The proposed updated Strategy sets out a position stating that the Authority does not authorise or advocate the use of cable matting crossing the highway, including footways, for EV charging.

It was noted that there were a number of potential 'on-street' EV charging technologies. In particular, Durham County Council initiated a trial with a limited number of households of 'Kerbocharge', a proprietary cable gully to allow EV charging from a domestic supply. Conclusions of the trial were not available when the amendments to the Strategy were being prepared, in accordance with the timescale set by Cabinet for updating the strategy in August 2024.

Publicly available EV charge points in North Tyneside are currently located within public car parks, or on private land such as retail sites. As the demand for EV charging provision becomes more widespread, it is acknowledged that there are a wider number of technologies which may be utilised to meet this

demand. The proposed updated Strategy sets out a position stating that future provision will include both on-street and off-street provision, subject to appropriate considerations such as the availability of funding and local circumstances.

1.6 Decision options:

The following decision options are available for consideration by the Director of Regeneration and Economic Development and the Director of Environment:

Option 1

Decide that the Strategy should be amended and approve the proposed course of action set out at paragraph 1.2.

Option 2

Decide not to amend the Strategy.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended as this will allow the Authority to further clarify its position with regard to EV charging technologies, including considerations such as cable matting and on-street charging provision, and reflect the developing nature of the market for ZEVs.

1.8 Appendices:

Appendix 1 – Proposed updated North Tyneside ZEV Strategy (draft for approval)

Appendix 2 – Equality Impact Assessment – North Tyneside ZEV Strategy

1.9 Contact officers:

Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083

John Cram, Integrated Transport Officer, 0191 643 6122

Sinead Smith, Electric Vehicle Charging Infrastructure Officer, 0345 2000 101

Amar Hassan, Principal Accountant, Investment (Capital) and Revenue, 0191 643 5747

1.10 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

- (1) [Motion approved at Council 19 January 2023](#) 'EV on street charging'
- (2) [Council report 23 November 2023](#) 'Electric vehicle charging'
- (3) [Cabinet report 19 February 2024](#) 'Electric vehicle charging'
- (4) [Cabinet report 29 November 2021](#) 'North Tyneside Zero Emission Vehicles Strategy'
- (5) [North Tyneside Transport Strategy](#)
- (6) [North East Transport Plan](#)
- (7) [North Tyneside Zero Emission Vehicles Strategy](#)
- (8) [North East Zero Emission Vehicles Strategy](#)
- (9) [North Tyneside Parking Strategy](#)
- (10) [North Tyneside Network Management Plan](#)
- (11) [Transport and Highways SPD](#)
- (12) [North Tyneside Highway Asset Management Plan \(HAMP\)](#)
- (13) [Highways Act 1980](#)
- (14) [New Roads and Street Works Act 1991](#)
- (15) [Traffic Management Act 2004](#)
- (16) Department for Transport – [Inclusive mobility: a guide to best practice on access to pedestrian and transport infrastructure](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no financial implications directly arising from this report in terms of updating the Strategy. It is anticipated that any projects brought forward within the context of the Strategy would be delivered with external grant funding and/or funding from existing budgets such as the Local Transport Plan capital budget and Technical Services Partnership managed budget.

2.2 Legal

Work to update the Strategy has taken account of the Authority's role as the highway authority for the Borough and its associated legal duties, obligations and powers under relevant legislation, notably the Highways Act 1980, which includes matters such as obstruction of the highway; the New Roads and Street Works Act 1991, which includes provisions for the management of utility works on the highway; and the Traffic Management Act 2004, which places a duty on the Authority relating to the management of the highway network.

2.3 Consultation/community engagement

2.3.1 Internal consultation

Internal consultation has taken place involving the Cabinet Member for Environment, the Cabinet Member for the Climate Emergency, the Director of Regeneration and Economic Development and the Director of Environment.

2.3.2 External Consultation

The updating of the Strategy has been carried out with reference to an evidence base. This includes for example, feedback received from enquiries made to the Authority, including social media, and enquiries made by ward councillors; the objectives of the 'Our North Tyneside Plan'; data from the Office of National Statistics, such as census data; and technical data relating to the borough's transport networks.

2.4 Human rights

Any human rights implications must be balanced against the duties that the Authority has as the local highway authority, relating to for example, the

management of the highway network. It is not considered that the proposals will have a negative impact on individuals' human rights.

2.5 Equalities and diversity

The Strategy, and the proposed amendments, have been formulated having regard to the public sector equality duty imposed on the Authority by section 149 of the Equality Act 2010. An Equality Impact Assessment has been undertaken and is appended to this report at Appendix 2. This notes that some potential impacts are positive. It also identifies potential negative impacts for people with certain protected characteristics from the use by residents of cable matting crossing the highway (including the footway) for EV charging. It states that these can be reduced by specifying that the Authority does not authorise or advocate the use of cable matting crossing the highway for EV charging: this wording has been incorporated into the proposed updated Strategy as described in section 1.5.3.

2.6 Risk management

There are no risk management implications directly arising from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

2.8 Environment and sustainability

There are no environmental or sustainability implications directly arising from updating the Strategy. The Strategy aims to improve environmental sustainability through facilitating the shift to ZEVs in place of petrol or diesel vehicles, which will help both to reduce transport-related carbon emissions in the borough, and to minimise local air pollution from nitrogen dioxide emissions.

PART 3 - SIGN OFF

- Chief Executive

- Director of Service

- Mayor/Cabinet Member

- Chief Finance Officer

- Monitoring Officer

- Interim Director of
Corporate Strategy and
Customer Service