

## Appendix 2

### Recommendations of the cross-party working group on electric vehicle (EV) charging made to Cabinet – February 2024

Cabinet is invited to state whether or not it accepts each recommendation and to state the reasons for this decision; and to indicate what action, if any, Cabinet proposes to take.

Working group recommendation	Officer commentary	Recommended Cabinet decision (accept or reject)	Action to be taken (if any) and timescale for completion
<b>Recommendation 1:</b> That Cabinet consider updating the North Tyneside Zero Emission Vehicles (ZEV) Strategy to provide further guidance around on-street EV charging provision.	The ZEV Strategy was approved by Cabinet in 2021. Officers could update the strategy to incorporate additional guidance regarding on-street EV charging provision. Subject to Cabinet’s approval for the recommendations in the present report, the updated strategy would then be approved by the authorised Directors.	Accept	Development of an updated version of the ZEV Strategy by August 2024.

<p><b>Recommendation 2:</b> Further analysis should be undertaken around predictions of future EV charging uptake and the prioritisation of potential charging sites within the borough.</p>	<p>Various databases and sources of information are available which may assist in the analysis of predictions of future EV charging uptake and potential site prioritisation.</p>	<p>Accept</p>	<p>Officers to make appropriate arrangements for the analysis to be carried out. Initial analysis expected to be undertaken by May 2024. Outcomes of analysis to be kept under ongoing review.</p>
<p><b>Recommendation 3:</b> That the Authority's website should be updated providing clear information and guidance on EV matters, including advice for homes without off-street parking.</p>	<p>The relevant section of the Authority's website can be updated to provide clear information and guidance.</p>	<p>Accept</p>	<p>Relevant content on the Authority's website to be updated in February 2024 and subsequently reviewed and updated on a regular basis.</p>

<p><b>Recommendation 4:</b> That the Authority should continue to seek funding for further EV charging provision in its public car parks.</p>	<p>Arrangements are in progress, with external funding, for the installation of EV charging provision at Tynemouth Pool car park, with Local Growth Fund (LGF) funding, and at two sites, anticipated to be Low Lights car park in North Shields and Park View car park in Whitley Bay, with Levelling Up Fund (LUF) funding. Arrangements are being developed to utilise funding from the On-Street Residential Chargepoint Scheme (ORCS) for a further 9 EV chargepoints in public car parks.</p> <p>In November 2023 Transport North East, in conjunction with the region’s seven local authorities, submitted a stage 2 application to the Government’s Local Electric Vehicle Infrastructure (LEVI) fund, based on the indicative allocation of £15.8m. A decision on the award of funding is expected between January and March 2024. If the application is successful, it is anticipated that the procurement of EV infrastructure would be carried out in a number of tranches – subject to the outcome of this process,</p>	<p>Accept</p>	<p>Officers to work with regional colleagues to deliver infrastructure which has been identified for delivery with funding from LGF, LUF and ORCS.</p> <p>Officers to continue to support regional colleagues on new bid opportunities (e.g. the LEVI fund) and if successful to ensure delivery in accordance with the grant conditions.</p> <p>Delivery targets to be developed by July 2024 and monitored through the Carbon Net Zero Board.</p>
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	<p>delivery of the first tranche of EV infrastructure could then be underway by September 2024. Authorities in the region would seek to maximise investment by the private sector as part of this process.</p>		
<p><b>Recommendation 5:</b> That the Authority should, where appropriate, take further steps to encourage others, including major retailers, to provide publicly accessible EV charging in their car parks.</p>	<p>Local businesses, including retailers, manage a substantial volume of parking provision in the borough. It may represent a commercial opportunity for businesses, as well as a benefit for the public, if they were to provide publicly accessible EV charging infrastructure.</p> <p>Existing channels which would be utilised to encourage businesses to provide publicly accessible EV charging infrastructure could include engagement through the Town Centres Task Group, the Go Smarter programme and other relevant channels.</p> <p>Officers could seek to develop further channels/opportunities to engage with</p>	<p>Accept</p>	<p>To utilise existing channels, and seek new opportunities for engagement with relevant businesses, to promote and discuss opportunities for publicly available EV infrastructure on an ongoing basis from February 2024.</p>

	major retailers and similar national businesses.		
<p><b>Recommendation 6:</b> That as pilots/trials in other areas develop and their findings become available, the Authority should develop a range of solutions and options which could be trialled or implemented in appropriate locations in the borough, as funding opportunities arise. This should be carried out in conjunction with further analysis around predictions and criteria for the prioritisation of locations in the borough.</p>	<p>Findings of pilots/trials in other areas will be available in due course, with some potentially released by June 2024.</p> <p>Officers will examine the findings of such pilots/trials and develop a range of solutions and options.</p>	<p>Accept, subject to recognition that it is dependent on the availability of funding and further analysis being carried out around prioritisation of locations.</p>	<p>On completion of the analysis work and the findings from pilots/trials becoming available, and subject to external funding being approved, works would be implemented in accordance with the grant conditions.</p> <p>Delivery targets to be developed by July 2024 and monitored through the Carbon Net Zero Board.</p>

<p><b>Recommendation 7:</b>          Whilst the group acknowledged that cable matting was the simplest technology, use of this would come with a number of challenges, for example, durability in adverse weather; potential for incorrect installation by residents; accessibility for footway users (particularly the potential cumulative impact of cable mats in the same street/area) and potential conflict with the Authority's aims to encourage walking, wheeling and other sustainable travel. The group recommended: That the Authority should develop a policy statement to clarify its</p>	<p>The proposed updating of the ZEV Strategy will involve consideration of the potential implications of cable matting on the highway. The updated strategy will set out the Authority's position. Implementation of any proposals would have to be carried out in accordance with relevant highway and associated legislation, taking into consideration equality impact; public realm considerations; levels of footfall and specific issues relating to the local area.</p>	<p>Accept in part – the Authority's position relating to the use of cable matting on the highway can be clarified through the updating of the ZEV Strategy rather than as a separate policy statement. Implementation must be in accordance with relevant highway and associated legislation and with consideration for relevant</p>	<p>Development of an updated version of the ZEV Strategy by August 2024.</p>
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position relating to use of cable matting on the highway.		factors as set out in column 2.	
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