

North Tyneside Council

Report to Cabinet

Date: 29 November 2021

Title: North Tyneside Zero Emission Vehicles Strategy

Portfolio: Environment	Cabinet Member: Councillor Sandra Graham	
Report from Service Areas:	Environment, Housing and Leisure	
Responsible Officer:	Phil Scott, Director of Environment, Housing and Leisure	Tel: (0191) 643 7295
Wards affected:	All	

PART 1

1.1 Executive Summary:

In October, Cabinet approved the revised and updated North Tyneside Transport Strategy. One of its key principles is to reduce carbon emissions from transport. This supports the ambition of the Our North Tyneside Plan 2021 to 2025, which commits to publishing an action plan of the steps the Authority will take, and the national investment it will seek, to make North Tyneside carbon net-zero by 2030.

The Transport Strategy contained a commitment to update, where appropriate, the specific strategies and plans which fit within the context of the Transport Strategy. The purpose of this report is to seek Cabinet's approval for a new North Tyneside Zero Emission Vehicles (ZEV) Strategy.

The strategy sets out how the Authority will support increased uptake of ZEVs, which includes pure electric vehicles (EVs) and hydrogen vehicles, in preference to petrol or diesel vehicles, and thereby contribute to progress towards carbon net-zero and minimise local air pollution.

1.2 Recommendation:

It is recommended that Cabinet:

- i. approves the revised North Tyneside Zero Emission Vehicles Strategy attached as Appendix 1 to this report; and

- ii. authorises the Director of Environment, Housing and Leisure, in consultation with the Cabinet Member for Environment, to make amendments to the strategy from time to time to reflect the developing nature of the market for ZEVs.

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 8 October 2021.

1.4 Council Plan and Policy Framework

The proposals in this report support the following priority in Our North Tyneside, the Council 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

1.5 Information:

1.5.1 Background

In October 2021, Cabinet approved the revised and updated North Tyneside Transport Strategy. Its vision is "Moving to a green, healthy, dynamic and thriving North Tyneside". One of the key principles underpinning the Transport Strategy is to reduce carbon emissions from transport.

This supports the ambition of the Our North Tyneside Plan 2021 to 2025, which commits to publishing an action plan of the steps the Authority will take and the national investment it will seek to make North Tyneside carbon net-zero by 2030. It also reflects the Authority's declaration of a climate emergency, made in July 2019, and the aims of the North Tyneside Local Plan, which notes that, alongside encouraging everyday cycling and walking, zero emission vehicles can help to reduce carbon emissions.

The Transport Strategy contained a commitment to update, where appropriate, the specific strategies and plans which fit within the context of the Transport Strategy. This included producing a new Zero Emission Vehicles Strategy for North Tyneside.

The proposed Zero Emission Vehicles Strategy is attached to this report as Appendix 1. This strategy aims to support the take-up of zero emission vehicles (ZEVs, which includes both pure electric vehicles and hydrogen fuel cell vehicles) in preference to petrol or diesel vehicles in the borough. It is important to recognise that it is not its intention to increase the number of vehicles on the roads, but to ensure that a far higher proportion of vehicles on the highway network are zero emission. Together with improvements to cycling, walking and public transport this will help to realise the Authority's climate emergency aims.

This also complements transport policy at regional level. The North East Transport Plan was adopted by the regional Joint Transport Committee in March 2021. Under the objective 'Carbon neutral North East', it commits to initiate actions to make travel in the North East carbon net zero: it also sets out the intention to produce both a North East Zero Emission Vehicle Policy and a North East Road Infrastructure and Zero Emissions Strategy in the near future.

1.5.2 North Tyneside in the national context

The proposed North Tyneside ZEV Strategy has been prepared with a clear eye on the national and regional context. In 2018 the Government published 'The Road to Zero', which sought to put the UK at the forefront of the design and manufacturing of ZEVs and affirmed the Government's commitment to end the sale of new petrol and diesel cars and vans by a set date. The deadline has since been brought forward to 2030 for pure petrol and diesel vehicles and 2035 for hybrid vehicles.

As a result, it is clear that the prevalence of ZEVs is set to continue to rise and that ZEVs will ultimately replace petrol and diesel vehicles. New registrations of ZEVs are already rapidly rising: the number of EVs registered in North Tyneside more than doubled over three years (from January-March 2017 to January-March 2020), while at national level the equivalent figure showed a fivefold increase.

It is recognised that the Authority has a leadership role to play, and the Authority has already taken a number of relevant steps, such as: introducing electric vehicles into its own fleet; securing funding for pedal-powered, electrically assisted e-cargobikes for use by local businesses; and working with partners to install modern Rapid chargepoints, which can charge an EV to 80% within 40 minutes, at several of the Authority's public car parks.

Nevertheless, the Authority is not a mainstream fuel provider to the public or businesses, therefore it is not anticipated that the Authority would become the long-term default provider for EV chargepoints.

In addition, ZEVs and the charging infrastructure they require are relatively new and developing technologies. Whilst much of the focus is currently on EVs, innovation and development is happening all the time across a range of alternative fuel sources. It will be important to be ready to respond quickly to future changes and as such it is appropriate for the Authority's ZEV Strategy, including its action plan, to be suitably flexible and responsive.

1.5.3 Scope of the proposed North Tyneside ZEV Strategy

The proposed ZEV Strategy ("the strategy") sets out the objectives and actions which the Authority will implement to support and facilitate an inclusive move to ZEVs in preference to petrol or diesel vehicles, and help to deliver its challenging carbon net-zero commitments. The strategy will support the realisation of the aims in the North Tyneside Transport Strategy and the Our North Tyneside Plan.

The strategy sets out background information regarding aspects of ZEVs. It notes that, compared with petrol or diesel vehicles, ZEVs have a lower carbon footprint; do not produce 'tailpipe' emissions of local air pollutants such as nitrogen dioxide; and are quieter, resulting in lower noise levels. Equally, the strategy recognises that all motor vehicles emit some local air pollutants, e.g. fine particulates from brake and tyre wear, hence while ZEVs generate considerably less local air pollution than other vehicles, walking and cycling (including cargo bikes) remain the cleanest ways to travel.

The strategy recognises that charging a vehicle at home and overnight is convenient, can be more affordable, and also has the lowest carbon footprint, as it uses electricity at an off-peak time when reduced demand on the grid allows greater use of lower-carbon electricity generation. It also notes that Government grants are available for both householders and businesses to install EV chargepoints.

It then summarises various challenges associated with the uptake of ZEVs, and notes that there are distinct challenges for taxi (hackney carriage and private hire vehicle), bus and freight operators in adopting ZEV technologies. It notes that to be convenient and overcome 'range anxiety' (lack of confidence that an EV can cover a certain length of journey: particularly important for the visitor economy), it is important for the network of publicly available charging infrastructure to be not only reasonably widespread but also reliable and well maintained.

The strategy contains an action plan, which sets out eight actions to be undertaken in order to deliver the aims of the strategy. Of these, five are 'leadership' actions, which can be directly undertaken by the Authority. These relate to, for example:

- requiring developers to provide EV charging as part of new developments;
- upgrading and expanding the existing network of EV chargepoints in the Authority's car parks and premises, including seeking to install EV chargepoints in the Authority's main leisure centre car parks and public car parks, and making provision for disabled access at chargepoints a design consideration when these are installed or renewed; and
- in areas of terraced streets where houses do not have private off-street parking, if the commercial market does not provide a solution, working with commercial operators to seek to introduce off-street charging 'hubs' in the local area.

The remaining three are 'influencing' actions, which relate to matters not within the Authority's direct control but where the Authority can assist in prompting the delivery of the action. These relate to, for example:

- promoting and encouraging the uptake of EV chargepoints by householders and businesses, including developing a communications plan;
- working with partner organisations, large employers and destinations such as retail sites, e.g. through the Go Smarter in North Tyneside programme, to advocate the uptake of opportunities to provide additional EV chargepoints; and
- work with the sector on opportunities to increase ZEVs as a proportion of the taxi and bus fleet in the borough.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

To approve the recommendations as set out in paragraph 1.2 above.

Option 2

Not to approve the recommendations as set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

Approval of the strategy will facilitate the delivery by the Authority of measures to support the shift from to ZEVs in place of petrol or diesel vehicles, which will help to reduce transport-related carbon emissions and minimise local air pollution in the borough.

1.8 Appendices:

Appendix 1 – North Tyneside Zero Emission Vehicles Strategy (final draft for approval)
Appendix 2 – Equality Impact Assessment (EIA)

1.9 Contact officers:

Andrew Flynn, Integrated Transport Manager, 0191 643 6083
John Cram, Integrated Transport Officer, 0191 643 6122
Colin MacDonald, Senior Manager Technical and Regulatory Services, 0191 643 6620
Cathy Davison, Principal Accountant Investment (Capital) and Revenue, 0191 643 5727

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) [North Tyneside Transport Strategy](#)
- (2) [North Tyneside Local Plan](#)
- (3) [North East Transport Plan](#)
- (4) [Report](#) to Cabinet of 18 October 2021 'North Tyneside Transport Strategy'
- (5) Department for Transport strategy '[The Road to Zero](#) – next steps towards cleaner road transport and delivering our Industrial Strategy'
- (6) [HM Government policy paper 'The ten point plan for a green industrial revolution – building back better, supporting green jobs, and accelerating our path to net zero'](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

The Authority is exploring all available funding opportunities to support the objectives of this strategy. Internally, it is being considered as part of the development of its Medium-Term Financial Plan including shaping how Local Transport Plan funding is allocated. Externally, the Authority intends to build on its previous successes in being able to secure over £3.6million in additional funding to support the transition to zero emission vehicles. For example, this has included the installation of publicly accessible Rapid charge points in several of the Authority's public car parks.

Any use of existing resources or allocation of new funding streams will be considered through the Authority's financial governance framework, including via the Investment Programme Board, inclusion in the Financial Management reports to Cabinet and in the Investment Plan included as part of the Medium-Term Financial Plan considered by Council each year.

2.2 Legal

There are no legal implications arising directly from this report. Aspects of electric vehicle charging point provision are specified in the Automated and Electric Vehicle Act 2018 and associated legislation.

By virtue of section 9D of the Local Government Act 2000 any function of the Authority is the responsibility of the Executive unless there is a contrary intention expressed in legislation. There is nothing in the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 that indicates that the Zero Emission Vehicles Strategy is not to be a matter for Cabinet.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

Internal consultation has involved the Cabinet Member for Environment and the Director of Environment, Housing and Leisure.

2.3.2 External Engagement

The ZEV Strategy is one of the specific strategies and plans which fit within the context of the North Tyneside Transport Strategy, and has been developed with reference to the evidence base used for that strategy, as outlined in the report 'North Tyneside Transport Strategy' to Cabinet of 18 October 2021.

2.4 Human rights

There are no human rights implications directly arising from this report.

2.5 Equalities and diversity

The Strategy has 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.

2.6 Risk management

There are no risk management implications arising directly 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 arising directly from this report.

2.8 Environment and sustainability

The strategy aims to improve environmental sustainability through facilitating the shift to ZEVs in place of petrol or diesel vehicles. This 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 X
- Director of Service X
- Mayor/Cabinet Member X
- Chief Finance Officer X
- Monitoring Officer X
- Assistant Chief Executive X