

Appendix 3: Transport for the North (TfN) Electric Vehicle (EV) State of Play report – Draft recommendations

Electric vehicle access

Recommendation 1:

Consider a national scheme providing individuals with targeted financial support to purchase EVs, with a focus on the second-hand market. In doing so, the relative cost of all transport modes should be considered to ensure active travel and public transport remain attractive travel choices (in line with TfNs STP road use success metrics and road travel appraisal hierarchy¹). Other options for assessment could be based on transport related social exclusion evidence (i.e. those with least public and active transport connectivity accessibility), with local authorities determining criteria, with the support of national Government.

Recommendation 2:

Building on work underway, a national education campaign is required to provide trusted information, in order to increase public confidence in the EV transition. This should be targeted at sections of society that are currently least likely to make the change.

Chargepoint rollout

Recommendation 3:

Delivery of government funded projects (such as Local Electric Vehicle Infrastructure (LEVI) & Rapid Charge Funds), is monitored by an independent task body to provide evaluation and recommendations which shape future funding actions, as highlighted in recommendation 8. Transport for the North provides monitoring and evaluation capacity for our regional partners which can support delivery of this recommendation.

Recommendation 4:

Solutions to reduce the delay of appointing Chargepoint Operators, as well as speeding up the installation of Chargepoints, are investigated and applied.

Recommendation 5:

¹ https://transportfornorth.com/wp-content/uploads/TFN_MajorRoads_Report_Dec21.pdf

Theft, vandalism and safety considerations are embedded, and where possible funded, within charge point delivery.

Recommendation 6:

Clear national guidance is provided on charge point usage liability and maintenance to support local and national delivery, such as the government cross-pavement charging grant.

Recommendation 7:

All public charge points either have adequate mobile phone reception coverage or provide a Wi-Fi hotspot in close proximity.

Inclusivity**Recommendation 8:**

Future charging infrastructure investment is considered to ensure public charge point provision in specific areas of need not fulfilled by the current LEVI programme. This should be informed by monitoring and evaluation of deployment and enabled by TfN's evidence. It should recognise TfN's whole network vision, the travel hierarchy and the needs of local residents.

Recommendation 9:

The VAT rate on public charge points is brought in line with home energy VAT at 5%. This should be supported by consideration towards other options to reduce charging costs for those without access to a home charger, such as tariff legislation and use of technological solutions.

Recommendation 10:

That the UK Government should lead a detailed and informed discussion with regards to tax revenue from fuel duty and vehicle excise duty, with a view to setting a clear direction. An integral part of this review should be how to improve equitable access to all modes of transport.

Recommendation 11:

A phased mandating of the updated minimum accessibility standard (PAS1899) for Chargepoints is introduced, with a focus on moving at pace to ensure infrastructure is accessible to all during the EV transition.

Transport and Energy**Recommendation 12:**

A more formalised process is introduced to further allow for the energy and transport sectors to integrate evidence and place-based planning to shape delivery (i.e. Local Area Energy Plans and TfN's EV Charging Infrastructure Framework).

Sustainability

Recommendation 13:

That all electricity used to power EV chargers is from renewable sources, to support our net zero ambitions.

Recommendation 14:

The UK Government encourages investment in battery production factories and ensures appropriate regulations are in place in regard of production, reuse, recycling and disposal of EV car batteries.

Skills

Recommendation 15:

Further investment is made into EV related training to increase the speed of the EV transition and support economic growth in the region.