

Electric Vehicles (EV) – Frequently Asked Questions (FAQs)

1. Where can I charge my car in North Tyneside?

Publicly available EV chargepoints can be found at many of your usual destinations such as car parks and supermarkets. Details of EV chargepoints available for public use is available on third party websites such as [zap-map](#) (external link) and provision is growing all the time.

You may be able to charge your vehicle at your workplace if your employer has installed a chargepoint.

2. Is the council going to install more public EV chargepoints?

We know how important accessible charging points are to residents and increasing the use of electric vehicles to support a sustainable borough is also hugely important to us.

In the same way that providing petrol pumps doesn't fall under the remit of the council, chargepoints are provided by private providers.

However, the council does already host chargepoints in a number of our car parks across the borough and we will continue to work with the commercial market on identifying opportunities to install chargepoints at more council-operated car parks.

We will also ensure charging infrastructure is included as part of larger new developments.

3. Do I need to pay for parking while I charge my EV?

At public car parks operated by the council, although there is no cost for parking whilst your vehicle is being charged, there is a 3-hour limit on the length of time that you can charge. If your vehicle is fully charged within the three-hour period then you must relocate your vehicle to one of the other standard parking bays. Once relocated to a standard bay, you must pay for any further parking.

At privately run car parks you should check the information provided by the car park operator.

4. Is it illegal to park at an EV chargepoint?

EV chargepoint bays are only for use while charging. At public car parks operated by the council, vehicles parked in EV chargepoint bays and not connected to the chargepoint will be issued with a penalty charge notice.

To assist in availability of the chargepoint, a maximum charging period of 3 hours has been imposed at all car parks operated by the council. If the vehicle is parked for longer than the 3 hours, irrespective of whether it is connected to the chargepoint, it will be issued with a penalty charge notice.

5. Are any grants available to install a private chargepoint?

If you have private off-street parking within the boundary of your home or business, you may be able to apply for a government grant if you meet the criteria. Please see online for details of Electric Vehicle Chargepoint Grant or the Workplace Chargepoint Scheme.

6. Can I install an EV chargepoint on street?

No, as an individual you cannot install an EV chargepoint on the street.

Our Transport Strategy recognises that a significant proportion of North Tyneside was built before the car was invented and certainly before it became common. Our Zero Emission Vehicles Strategy recognises the potential for providers to install publicly available charging hubs at off-street locations and similar solutions which avoid generating additional street clutter or maintenance and management challenges.

7. Will the council allow me to place my charging cable across a footway?

No, the Authority does not authorise or advocate the use of cable matting crossing the highway for EV charging. Any cable which crosses a footway, even if contained within a rigid cover, could be a trip hazard for pedestrians or for people in wheelchairs or with pushchairs or prams. Consequently, the cable may constitute an offence under Sections 137(1) and 162 of the Highways Act 1980. The council has a duty to ensure the safety of all pedestrians and other road users and will take legal action where necessary.

8. What can the council do to help car owners without off-street parking?

At present there is no established, practical means for charging electric vehicles on the road in streets where houses don't have the benefit of their own private parking space. It may be the case that the commercial sector will develop a solution and if this happens the council will support those operators where we can.

However, the development of the infrastructure required for on-street charging is at an early stage and any potential roll-out will take time.

Chargepoints are already provided at a number of the council's car parks and we intend to work with the commercial market to identify opportunities to install chargepoints at more council-operated car parks.

9. If I do not have private off-street parking at my property, how do I charge my car?

Please see questions 1 and 8.

10. Why isn't the council pursuing EV charging via streetlight columns?

Charging via streetlight columns is not currently being pursued as our existing street lighting is mainly located at the back of the footway and cables run from parked vehicles to streetlamps could be trip hazards for other road users. In addition, many of our streetlight columns would be likely to need to be upgraded or replaced before they could operate as dual-purpose streetlights and charging points.

11. Can I request an EV chargepoint in my area?

Residents are welcome to make suggestions to the council about installing EV chargepoints and these will feed into our wider delivery strategy, however we cannot respond to individual requests to install chargepoints. Suggestions may be sent by email to parkingcontrol@northtyneside.gov.uk.

12. Can I get a grant to buy or lease an electric vehicle?

Some types of low-emission vehicles are eligible for a grant from the government, so that you can buy them more cheaply. The types of eligible vehicle include wheelchair accessible vehicles, motorcycles, small and large vans, trucks and taxis.

You can get a discount on the price of eligible brand new low-emission vehicles through a grant the government gives to vehicle dealerships and manufacturers. The dealer will normally include the value of the grant in the vehicle's price. For more details, please see this link.

The government has provided additional incentives to those who can access a company car leasing / salary sacrifice scheme, through the reduction of the tax rate (Benefit in Kind) applicable to a full electric vehicle (for more details see gov.uk or independent websites such as greencarguide).

13. Do I need to charge my car every day?

Your car is unlikely to need charging every day. Many car users cover limited mileage during the week and may only need to charge their EV periodically, e.g. every 4-5 days.

To optimise your car's operation, rather than fully charging the vehicle it is usually best to charge to between 20% and 80%, however you should always check the manufacturer's guidance.

Depending on the battery size your car's maximum range may be in the range of 100 to 350 miles.

Other factors, such as weather conditions and whether you run the air conditioning, may affect a car's range.

14. How much does EV charging cost?

The cost of charging at home will depend on the tariff set by your electricity supplier.

It may be cheapest to charge your vehicle during off-peak hours (00:00 - 06:00) and most chargepoints and vehicles have scheduled charging applications to help manage this.

Elsewhere, the cost is set by the company which operates the chargepoint. Details of EV chargepoints available for public use can be found on third party websites such as [zap-map](#) (external link).

Costs will normally vary relative to the speed of charge.

15. How long does it take to charge an EV?

This depends on the type of vehicle, the size of its battery, and the type of chargepoint you use. For general guidance purposes, there are three main types of chargepoint:

- Slow charging – defined as a charge rate less than 7 kW. It typically takes 6 – 12 hours to fully charge your car
- Fast charging – defined as a charge rate of between 7kW and 22kW. It typically takes 2 – 6 hours to fully charge your car
- Rapid charging – defined as a charge rate of more than 22kW. It typically takes 20 – 40 minutes to provide a charge of up to 80%

16. How else is the council supporting more sustainable transport?

In our Transport Strategy the council sets out that our approach is to encourage walking, wheeling and cycling as the most sustainable forms of transport, or taking the bus, Metro or ferry, particularly when we know that many car journeys in the borough are made over distances of only a couple of miles.

And we know that electric vehicles, although much cleaner than petrol or diesel equivalents, still produce some pollution.

As such we have a programme of highway improvement schemes that incorporate cycling, walking and wheeling improvements and support bus movements.

We continue to support the increased use of e-bikes (pedal-powered, electrically assisted cycles) and e-cargobikes (cycles which include a container for carrying light goods) as these can provide alternatives to the car or van for many local journeys.

We take part in a number of initiatives to support cycling, walking and wheeling in the borough, as healthy and sustainable means of transport. These include

Bikeability national standard cycling training; School Streets; Walk to School promotion; and Go Smarter sustainable travel promotion.

We also work with the North East Combined Authority on initiatives which promote sustainable transport at regional level.

17. How is the council supporting the taxi trade to make the shift to zero emission vehicles?

Our Zero Emission Vehicles (ZEV) Strategy states that we will support the transition of public transport and commercial vehicles to ZEVs and this will include engaging with the taxi trade through established forums.

Our Hackney Carriage and Private Hire Licensing Policy includes a vehicle emissions criterion which, in stages, will ensure that remaining petrol and diesel vehicles meet modern emissions standards and will also assist in encouraging the take-up of ZEVs in preference to petrol and diesel.

18. How is the council supporting buses to make the shift to zero emission vehicles?

Some fully electric buses are already running within Tyne and Wear and we continue to work with the bus operators and regional transport bodies to seek opportunities for further replacement of diesel buses with zero emission buses.