



WOKINGHAM BOROUGH COUNCIL

A Meeting of an **INDIVIDUAL EXECUTIVE MEMBER DECISION** will be held in Virtual Meeting on **THURSDAY 23 JULY 2020 AT 10.00 AM**

Susan Parsonage
Chief Executive
Published on 15 July 2020

This meeting may be filmed for inclusion on the Council's website.

Note: The Council has made arrangements under the Coronavirus Act 2020 to hold the meeting virtually via Team Meetings, the meeting can be watched live at the following link: <https://youtu.be/timvSrFSelo>

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WOKINGHAM BOROUGH COUNCIL

Our Vision

A great place to live, learn, work and grow and a great place to do business

Enriching Lives

- Champion outstanding education and enable our children and young people to achieve their full potential, regardless of their background.
- Support our residents to lead happy, healthy lives and provide access to good leisure facilities to complement an active lifestyle.
- Engage and involve our communities through arts and culture and create a sense of identity which people feel part of.
- Support growth in our local economy and help to build business.

Safe, Strong, Communities

- Protect and safeguard our children, young and vulnerable people.
- Offer quality care and support, at the right time, to prevent the need for long term care.
- Nurture communities and help them to thrive.
- Ensure our borough and communities remain safe for all.

A Clean and Green Borough

- Do all we can to become carbon neutral and sustainable for the future.
- Protect our borough, keep it clean and enhance our green areas.
- Reduce our waste, improve biodiversity and increase recycling.
- Connect our parks and open spaces with green cycleways.

Right Homes, Right Places

- Offer quality, affordable, sustainable homes fit for the future.
- Build our fair share of housing with the right infrastructure to support and enable our borough to grow.
- Protect our unique places and preserve our natural environment.
- Help with your housing needs and support people to live independently in their own homes.

Keeping the Borough Moving

- Maintain and improve our roads, footpaths and cycleways.
- Tackle traffic congestion, minimise delays and disruptions.
- Enable safe and sustainable travel around the borough with good transport infrastructure.
- Promote healthy alternative travel options and support our partners to offer affordable, accessible public transport with good network links.

Changing the Way We Work for You

- Be relentlessly customer focussed.
- Work with our partners to provide efficient, effective, joined up services which are focussed around you.
- Communicate better with you, owning issues, updating on progress and responding appropriately as well as promoting what is happening in our Borough.
- Drive innovative digital ways of working that will connect our communities, businesses and customers to our services in a way that suits their needs.

For consideration by

Gregor Murray, Executive Member for Climate Emergency

Officers Present

Rhian Hayes, Specialist Strategy & Commissioning Places

Callum Wernham, Democratic & Electoral Services Specialist

IMD NO.	WARD	SUBJECT	
IMD 2020/09	None Specific	CONSULTATION ON ENDING THE SALE OF NEW PETROL, DIESEL AND HYBRID CARS AND VANS BY 2035 (OR EARLIER) RESPONSE	5 - 16

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Agenda Item IMD9

INDIVIDUAL EXECUTIVE MEMBER DECISION

REFERENCE IMD: IMD 2020/09

TITLE	Consultation on Ending the Sale of New Petrol, Diesel and Hybrid Cars and Vans by 2035 (or earlier) Response
DECISION TO BE MADE BY	Executive Member for Climate Emergency - Gregor Murray
DATE, MEETING ROOM and TIME	23 July 2020 Virtual meeting at 10am
WARD	None Specific;
DIRECTOR / KEY OFFICER	Deputy Chief Executive - Graham Ebers

PURPOSE OF REPORT (Inc Strategic Outcomes)

In submitting a formal response to this consultation, the Council seeks to ensure that the direction taken by Government is informed by and will support the local needs and circumstances of Wokingham Borough's residents and businesses.

RECOMMENDATION

That the Executive Member for Climate Emergency approves the consultation response at Appendix 1 for submission to the Office for Low Emission Vehicles (OLEV).

SUMMARY OF REPORT

This consultation seeks views on the Government's proposal to bring forward the UK Government's phase out date of petrol, diesel and hybrid vehicles from 2040 to 2035 (or earlier if possible). The Government's consultation brief can be found [here](#). The consultation closes on 31st July 2020.

This earlier phase out date will help to address the emissions from the second highest emitting sector in Wokingham Borough, accounting for 30% of the borough's carbon footprint. The community will enjoy the benefits of reduced carbon emissions and the resulting improvements on air quality and environmental health.

The main areas of significance for the Council are:

- That the Council supports further ambition of bringing the phase out date forward to 2030 if the necessary EV and energy infrastructure is in place.
- This will align with the council's own target to be a carbon neutral borough by 2030.
- It also supports more progress on electric public and active transport infrastructure, as well as attention on other innovative technologies.
- The measures supported in the consultation are in line with the council's policy on the climate emergency and will align with the actions within the climate emergency action plan.

- Concerns about wider impacts on less affluent communities, affected businesses, strain on energy infrastructure, implementation of necessary EV charging infrastructure by stakeholders.

The Council's response to this consultation is included at Appendix 1.

Background

The Government opened this consultation on 9th April 2020 for responses to be submitted by 31st July 2020.

On 4 February 2020, the Prime Minister announced that government is consulting on bringing forward the date to end the sale of new petrol and diesel cars and vans from 2040 to 2035, or earlier if a faster transition appears feasible, as well as including hybrids for the first time. Owners of existing petrol, diesel and hybrid cars and vans will still be able to use these vehicles and buy and sell them on the used market.

The outcomes of this consultations aim to address the high emissions from road transport to meet the UK's 2050 net zero carbon target as well as Wokingham Borough Council's 2030 carbon neutral target. Transport is the highest emitting sector of carbon dioxide in the UK and the second largest emitting sector in Wokingham Borough, accounting for 30% of the borough's carbon footprint.

The consultation covers the following areas:

- Views on the phase out date
- The definition of what should be phased out
- Barriers to achieving the above proposals
- The impact of these ambitions on different sectors of industry and society
- What measures are required by government and others to achieve the earlier phase out date

The council has been involved in the following work regarding EVs and EV infrastructure:

- Installed EV charging points, including at the Shute End council offices
- Set up an EV Working Group under the Climate Emergency Officer Group which carries out feasibility work surrounding future EV projects
- Future planning to create a Wokingham Borough Council EV Strategy
- Carried out feasibility and planning work for the construction of four solar farms in the borough to build on its low carbon electricity generation contribution to the National Grid
- Completed multiple small scale solar PV installations on schools and other commercial buildings to the same end and reduce the building's carbon footprint.

Business Case (including Analysis of Issues)

The response states that Wokingham Borough Council supports the phase out date being brought forward to 2035 from 2040, as set out in the consultation brief, but encourages further ambition to phase out petrol, diesel and hybrid cars and vans from 2030 if possible. This is supported in light of the councils own ambitious carbon neutral target of 2030 but support is dependent on the necessary energy and EV infrastructure being in place.

The government is proposing to phase out petrol, diesel and hybrid cars and vans. The council's response states that the Council agrees with this definition and puts forward the addition of motorcycles to be included, as these are usual single passenger vehicles and high emitters of pollutants that therefore need to be addressed.

The council's response recognises and calls for more financial support which will be needed for local authorities to meet the ambitions of this consultation by installing the necessary EV infrastructure and supporting low carbon energy generation. Investment should also extend to infrastructure for active transport and sustainable public transport provision as well as encourage innovative electric public transport systems, such as car share apps, to alleviate reliance on private modes of transport.

Future policy should ensure accessible guidance provisions are in place for a smooth transition from petrol, diesel and hybrid vehicles for all stakeholders. The council's main concerns have been expressed for less affluent communities who may be acutely affected through being priced out of taking part in this transition. Accessible active transport routes and sustainable, preferably electric public transport infrastructure should be given more support to help those who cannot afford an EV. Communications will be vital, particularly to businesses to alter ways of working and support employees towards less private travel.

The council is concerned about barriers for residents, due to accessibility of chargers, especially those without off-street parking. The response calls for the installation of EV infrastructure to be written into law to provide a stream of revenue for local authorities to support residents and businesses through this transition. Additionally industry, namely the energy sector, will see difficulties in meeting demand and providing the necessary infrastructure. Particular support will be required for the most efficient technologies available, such as ultra-rapid charging for convenience and smart charging which will be a vital aid to the convenience of EVs whilst meeting electricity demand during peak times.

The Council's response to this consultation is included at Appendix 1.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces severe funding pressures, particularly in the face of the COVID-19 crisis. It is therefore imperative that Council resources are focused on the vulnerable and on its highest priorities.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£0	Yes	R
Next Financial Year (Year 2)	£0	Yes	R
Following Financial Year (Year 3)	£0	Yes	R

Other financial information relevant to the Recommendation/Decision

If implemented, the council may need to support the uptake of EVs by establishing a strategy for the rapid uptake of EVs. This may lead to additional resource implications if the local authority is required to support the necessary infrastructure.

Cross-Council Implications

NA

Public Sector Equality Duty

Equality impacts are considered as part of the consultation (see page 10)

SUMMARY OF CONSULTATION RESPONSES

Director – Corporate Services	No Comments Received
Director – Place and Growth	No Comments Received
Monitoring Officer	No Comments Received
Leader of the Council	No Comments Received

Reasons for considering the report in Part 2

NA

List of Background Papers

The Government's short consultation brief can be found [here](#).

Contact Diana Tovar	Service Place Commissioning
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Appendix 1

May 2020

Office for Low Emission Vehicles

Wokingham borough Council supports the decision to bring forward the end of the sale of new petrol, diesel and hybrid cars and vans from 2040 to 2035.

I am writing to you on behalf of Wokingham Borough Council to formally express our firm support for the Government's proposal to bring forward the phase-out date for the sale of new internal combustion engine vehicles. Key points that we would like to raise include:

- **A 2030 phase out date:** Wokingham Borough Council supports the phase out date being brought forward to 2035, but encourages further ambition to phase out petrol, diesel and hybrid cars and vans from 2030, provided that the necessary infrastructure is in place, in light of the councils own ambitious carbon neutral target of 2030. Almost a third (30%) of the boroughs emissions originate from local road travel and research suggests a shift to EVs could cut the UK's CO₂ emissions by 12%.
- **An addition to the definition:** Wokingham Borough Council is in agreement with the definition of what should be phased out, namely petrol, diesel and hybrid cars and vans, with the addition of motorcycles to be included as a percentage of polluting transport emissions that also needs to be addressed as a priority.
- **Barriers exist in many areas:** Residents, as consumers, will see barriers to through affordability and communication of guidance. The installation of EV infrastructure should be enshrined in law to provide a stream of revenue for local authorities to support local residents and businesses through what will be a challenging transition. Industry, particularly the energy sector, will see difficulties in meeting demand and providing the necessary infrastructure, particularly smart charging to ensure demand can be met at peak demand.
- **Industry and society must be supported through this shift:** The less affluent communities in society, businesses (both inside and outside the automotive industry) and the energy sector will face the biggest impacts. There should be provisions in place to make sure the transition from petrol, diesel and hybrid vehicles is as smooth as possible for all stakeholders. Communications with business will be vital to altering ways of working and reducing the time employees spend in private vehicles for their commute.
- **Innovative and targeted government support:** Clear, accessible guidance and regulations will be needed for all stakeholders to achieve best practices in the delivery of these ambitions. Further grants and financing is needed for local authorities to achieve these targets effectively. Investment should extend to infrastructure for active transport, electric bus provision and to encourage innovative sustainable public transport systems, targeting the correct areas, to alleviate reliance on private modes of transport and create an efficient, green network of well-used public transport. The shift to lower reliance on private transport must occur in parallel to a switch to EVs.

Please see the appendix below for Wokingham Borough Council's view on the five areas requested.

If you have any questions please get in touch.

Introduction to Wokingham Borough Council

Wokingham Borough Council declared a Climate Emergency on 18th July 2019. The declaration set out the commitment to play as full a role as possible, leading by example as well as by exhortation, in achieving a carbon neutral Wokingham Borough by 2030. The ambition of this target is recognised and therefore Wokingham Borough Council would like to use this opportunity to express its full support for the goals of this consultation on behalf of our residents.

Transport is the second highest emitting sector across the borough with local road travel accounting for 30% of the borough's total carbon footprint. Unfortunately private transport is heavily relied upon in the borough due to its semi-rural nature, making it difficult to access public transport from the more remote villages. Therefore, a timely transition to battery-powered Electric Vehicles (EVs) will help us to address a significant proportion of the borough's carbon emissions whilst maintaining the ability of our residents to mobilise. However, Wokingham Borough Council would like to stress that private transport should not continue to be relied upon as the single solution to this issue. There needs to be an efficient, clean and convenient public transport network accessible for all of our residents.

Wokingham Borough Council is developing an EV strategy that will support and enable the uptake of EVs by our residents and local businesses. As part of this, the council is assessing its own assets and planning the transition to a low carbon fleet over the coming years. Additionally, Wokingham Borough Council currently has plans for four solar panel farms in the borough in order to increase low-carbon energy generation to meet increasing electricity demand.

The phase out date

Wokingham Borough Council strongly supports the phase out date for the ban of sales of new internal combustion engine (ICE) vehicles being brought forward to 2035 from 2040. In light of the council's climate emergency declaration and the importance of decarbonising the highly emitting transport sector, along with the associated benefits to air quality and society at large, Wokingham Borough Council believes the phase out date should be brought forward further, to 2030, provided the associated infrastructure is in place.

There are multiple factors that support this position:

- As the Committee on Climate Change highlights in its Net Zero Technical Report, a 2040 phase out date would leave "around 9.8 million petrol, diesel and plug-in hybrid vehicles on the road" in 2050 due to average lifespans putting into focus the importance of bringing forward the phase out date. Research from The Conversation UK suggests a full transition to EVs in the UK would cut CO₂ emissions by 12%¹.
- A 2030 target will send a strong message to both industrial and consumer markets that the UK is intent upon the transition to EVs and therefore allow for faster uptake of EVs and more investment in electric public transport. It will provide the market with greater certainty and ensure stakeholders have the confidence to put the necessary infrastructure in place to support the mass uptake of EVs.
- From a consumer perspective, EVs will need to be the cheapest choice when considering the purchase of a new car compared to ICE vehicles before 2030. Both the upfront and long term savings when considering fuel costs should make EVs the obvious choice for the target market. In order for Wokingham Borough to be carbon neutral by 2030, this affordability issue needs to be addressed as soon as practicable.
- Importantly, for inclusivity, meeting these ambitions should not price anyone out of the automotive market as moving the date forward to 2030 means EVs will enter the more affordable, second-hand market at an earlier date meaning a fuller transition by the original 2040 date. Additionally, banning the sale of new ICE vehicles will allow for continued use and second hand sale of these vehicles.

¹ <https://theconversation.com/if-all-cars-were-electric-uk-carbon-emissions-would-drop-by-12-139155>

Although this is an ambitious target, local authorities have set precedent for decarbonisation ambition with 281 council's declaring a climate emergency between November 2018 and February 2020 with varying target dates but a united ambition: to become net zero carbon². The climate emergency rising to the top of local authority agendas all over the UK in such a short timescale shows that mind-sets have altered. However, clarity is needed from central policy in the affected sectors. Together, this high ambition and clear policy driving market forces has the opportunity to make drastic changes in a short period of time.

The definition of what should be phased out

Wokingham Borough Council supports an ambitious phase out target and therefore urges the government to ensure that all new vehicles sold from 2030 are zero emissions vehicles. This should apply to:

- All cars used mainly for private use and under private ownership, as specified in the consultation brief.
- Vans (light commercial vehicles), as specified in the consultation brief.
- Plug-in hybrids, as although a useful tool for transition they are not to be relied upon and failing to phase out these vehicles may leave emitting vehicles on the roads in 2050.
- Motorcycles.

The latter, motorcycles, is an addition that Wokingham Borough Council would like to put forward to be included in this ban. Electric Motorcycles are a rapidly advancing technology and are therefore becoming increasingly competitive and accessible. Depending on the model, traditional motorcycles are capable of emitting more CO₂ than the average car as well as high levels of all the most dangerous pollutants to both environmental and human health, such as nitrogen oxides, carbon monoxide and hydrocarbons³. Additionally, they are commonly single person use, making them an inefficient form of private transport. These vehicles are a percentage of emissions that should not remain on the roads post-phase out.

Whilst the issue of larger commercial vehicles is the not subject of this consultation, this is an area that will need addressing, perhaps with hydrogen or other alternative technologies. Wokingham Borough Council would support any policy which addresses these and the sooner a solution is identified Wokingham Borough Council can assist with necessary infrastructure.

Barriers to achieving the ambitions set out in the consultation

From the local authority position, barriers to achieving the transition to EVs appear to originate from three different areas: residents as consumers, industry and infrastructure.

Residents & Accessibility to Other Modes

Barriers for target market consumers to purchase EVs are lessening as vehicle range continues to improve and upfront costs continue to decrease. However, there will still be barriers to consumers who would like to decrease their emissions through switching to an EV but cannot afford one from new. This will be an issue until they enter the second-hand market. A report from AA in 2019 stated that consumers were three times more likely to buy second-hand than from new⁴. An earlier phase out date will mean EVs enter the second-hand market sooner, rather than later.

Although ensuring the necessary infrastructure for mass uptake of EVs will be vital, as discussed below, failing to invest in reliable, electric public transport in all areas of the country will act as a barrier to achieving these ambitions. Addressing the culture of private transport use outside of urban centres will be necessary for our residents in reducing the reliance on car travel and increasing the demand for public transport. More accessible, electric buses and cycle lanes in particular will mean residents are less concerned about charging infrastructure, associated costs and vehicle range

² <https://www.climateemergency.uk/blog/list-of-councils/>

³ <https://www.theguardian.com/environment/2006/apr/25/ethicaliving.lifeandhealth1>

⁴ <https://www.theaa.com/about-us/newsroom/motoring-news/barriers-to-choosing-an-electric-car>

(although the latter is increasing, stigmas may continue). This especially applies to those renting and cannot install a charging point at their rented property with ease.

The increased availability of alternative modes of sustainable and active transport go hand in hand with the environmental issues being addressed through the phase out of new petrol, diesel and hybrid vehicles and alleviate pressures associated with mass EV uptake. Additionally, these new interventions need to be accessible for all demographics. As such, there is a need to increase the support for the development and delivery of EV services to the vulnerable, and isolated communities that depend on private vehicles. This could, for example, be in the form of discount schemes for over 70's who order everyday essentials online.

Development & Retrofitting

As a local authority, the barriers in terms of industry and infrastructure overlap when it comes to resident accessibility to EV charging points. Wokingham Borough has EV charging points at around 20 publically accessible locations⁵, however the barrier for most residents is the ability to charge EVs from their homes. Whilst retrofitting existing homes and commercial buildings, through a Green Bank Project, is a key priority of our climate emergency action plan, current government grants to install EV charging points, require that the applicants to be owners of an EV to apply. However, residents, as consumers are likely to feel more secure in the purchase of an EV if they are able to organise this installation prior to purchase, this equally applies to commercial organisations. Wokingham Borough Council believes this grant application process should be improved to allow for this and ease the process for both personal and commercial purchasing of EVs.

Currently only some of the borough's development sites have EV chargers installed. Although the outcomes of 2019 consultation on EV charge points in residential and non-residential buildings should assist with this barrier, it needs to be as simple as possible to install and access charging points; developers should be required to install EV charge points on viability grounds. A major barrier for developers is the estimated longevity of the charging technology in a market that is advancing rapidly and continuously. There needs to be clear guidance on which technologies will still be efficient and up to date a few years down the line. Wokingham Borough Council has particular concerns for those residents who do not have off-street parking and so are not able to charge from home currently. We also feel that ultra-rapid charging is likely to need support to make recharging more convenient for long distance trips and to meet the needs of all types of user.

Energy Supply & Infrastructure

In terms of the energy supply meeting demand, Wokingham Borough Council intends to contribute through the development of four solar farms, as set out as one of the key priorities in the council's Climate Emergency Action Plan. Many other local authorities have similar plans in place and will need support to fulfil them. However, industry needs to be encouraged to install the necessary infrastructure, such as transformers, to keep up with upcoming demand. Bringing forward the phase out date should provide the industry with certainty and a level of security in their investments.

One of the main concerns for setting up EV infrastructure and charging arrangements on Wokingham Borough Council owned sites is that electricity costs will increase exponentially. To assist in the take up of EVs, the Authority will have to engage in installing EV infrastructure but as this take up moves towards 20-30% 'market make-up', suggested by 2030, we anticipate costs of energy increasing by 25% on sites with EV charging. To this end, we will recommend the installation of 'hybrid' (battery storage / EV / PV, internet of things controlled) infrastructure. Moving to an effective 'self-sufficiency' arrangement for EV charging. Smart charging, for example, will allow for a managed supply as demand peaks and troughs over the days and weeks.

It is believed that, if smart charging is in place, the energy sector will be able to meet electricity demand for the rapid take up of EVs⁶. The role of smart charging is further emphasised in the National Grid's Future Energy Scenarios where it is stated that smart charging could nearly half EV

⁵ <https://www.zap-map.com/>

⁶ Energy UK

peak demand in 2030. Additionally, vehicle-to-grid charging could potentially offset 85% of the remaining EV electricity demand in 2050 (community renewables scenario)⁷. This is a similar mechanism to smart charging but allows the electricity to flow to and from vehicles to the grid, when plugged in, to balance the network⁸.

Further infrastructure will need to be installed and then upgraded to accommodate smart charging and vehicle-to-grid charging. The construction and installation of EV chargepoints and associated infrastructure should be enshrined by law to provide a revenue stream for local authorities, not just to the providing industry, to lead by example and make certain the necessary equipment is in place for an efficient shift in mode to sustainable private transport.

The impact of these ambitions on different sectors of industry and society

The high ambition discussed here is likely to cause a level of shock to many stakeholders in affected industries as well as society at large, particularly in less affluent communities. In terms of industry, these changes are likely to have significant impact on the automotive industry and the construction industry when planning and constructing new developments or retrofitting existing buildings. As already discussed in the previous section, the impact on the energy sector will be vast with demand expecting to increase exponentially following mass uptake of EVs. Consequently, electricity costs will significantly increase and the energy sector needs to take this increased demand into account in future planning.

Less Affluent Communities

When considering this shift as an inclusive process the impact to the less affluent communities must be recognised as there will be consumers who are keen to transition to electric but cannot afford to do so. There is a case for a taxation regime on petrol and diesel cars and vans in the years running up to the phase out date to ensure EVs are cheaper to purchase and use, whilst acting as a deterrent to the purchase of new ICE cars. Whilst this may give the EV market a boost, this taxation regime will need to be monitored carefully due to likely inequitable societal impacts to less affluent consumers even before the phase-out of ICE vehicles. Therefore, despite the intention to make EVs the least expensive option, this may price out less affluent consumers looking for an affordable new car.

Air Quality

Unfortunately, EVs do not solve the entire issue of air quality as there will continue to be high levels of particulate matter impacting air quality and environmental protection. With the current Vehicle Excise Duty (VED) system there will be a large proportion of exempt vehicles on the road. It is suggested that this should be reviewed to account for particulate matter and the fact that any vehicle regardless of fuel type continues to cause issues in terms of congestion and is a burden on the environment. The issue of air quality will become an increasingly discriminatory one within society, with the least affluent neighbourhoods likely to see higher levels of pollutants in the air, being the communities less likely to be purchasing new EVs.

Automotive Industry

The automotive industry and its workforce is likely to feel a significant impact as mechanics will need to retrain and businesses will need to reassess their business models and forecasts, both at significant cost. Consumers may initially turn to the 'nearly new' second hand market for ICE vehicles, causing a sharp shock to the automotive industry. Additionally, this industry may have to deal with the new burden of the disposal of batteries and clear guidance and regulations will need to be put in place for this process. The production of EVs and specifically the raw materials required in batteries mean that the vehicles still impact severely on the environment and this global process should not be forgotten. Regulation and mitigating these global impacts needs to be considered by government to avoid any form of mineral exploitation.

⁷ <http://fes.nationalgrid.com/fes-document/>

⁸ <https://everoze.com/v2g/>

Parallel Shift to Active and Sustainable Public Transport

As discussed in the previous section, Wokingham Borough Council believes that residents should not simply be encouraged to shift from one form of private transport (petrol, diesel and hybrid) to another in the form of EVs. Instead, this phase out should be paralleled by a shift to active transport, electric public transport as well as clear information on how businesses and residents can reduce the amount of time spent in private transport. For example, educating businesses on how more of their employees can work from home more often and sustain this behaviour to create a new business as usual without jeopardising the delivery of goods and services. Government should direct and/or incentivise businesses to review their business models and ways of working to promote behaviours such as remote working and offer other transport alternatives to employees (car shares, active transport routes from train/bus stations to offices etc.).

What measures are required by Government and others to achieve the earlier phase out date

As a local authority, Wokingham Borough Council requires as much support as possible from central government for EVs and EV infrastructure. Clear, accessible guidance and regulation for the provision of EV infrastructure and the delivery of the necessary energy infrastructure associated with mass EV uptake will be vital. Additionally sustained investment will be required in the form of grants and several areas, such as electric public transport, active transport infrastructure as well as feasibility trials on new technologies and alternative modes, discussed below. This transition will be a drastic change to the daily lives of many residents and the delivery of infrastructure will require government support which is hoped to trickle down to the local level to encourage public backing of the transition to electric modes of transport.

Support for All Forms of Sustainable Transport Infrastructure

Government investment should extend to active transport infrastructure and sustainable public transport provision. There is an urgent need for more accessible cycle paths, pavements and greenways as well as electric buses and encouragement of innovative electric public transport systems to alleviate reliance on private modes of transport. Along with this, improvements and extensions to rail services and offer alternatives may counter the “first mile/last mile” problem for public transportation. For example, exploring the feasibility of extending a network of autonomous EVs, such as the Heathrow Pods operating at Heathrow Terminal 5⁹. Furthermore, there will need to be support from government for the rollout of additional infrastructures, such as ultra-fast broadband to enable these innovations.

Other programmes to be financially supported by government include electric car rental schemes, subsidies for rentals and cars clubs. These schemes mean that people do not need make the full investment of purchasing a car but can use one when needed. For example, this could be in the form of car sharing apps such as WeShare and Spark which operate in some European cities and need support to succeed, as seen with the Bluecity electric car sharing service in London which permanently closed down in February 2020. One of the first steps should be to ensure that taxi licenses are only be given to companies and individuals using EVs.

Industry Support

Wokingham Borough Council also calls for government to lead by example and invest in public sector vehicles to regulate school buses, emergency and government vehicles to be EV only. This way, invaluable government support and encouragement towards developers and energy companies to focus on the provision of EV infrastructure will be taken in earnest. This will ensure the delivery of EV charging points on all new developments in the future. Likewise, support needs to be seen for businesses who should be given clear guidance as to how to install EV charge points on their premises for the use of employees and customers. Similarly, government may need to fill the gaps in EV infrastructure, such as for ultra-rapid charging points, as previously mentioned.

⁹ <https://www.thistle.com/en/hotels/london/heathrow-terminal-5/heathrow-pods.html>

This will be particularly important for low carbon electricity generation as demand is forecast to increase by 25% by 2030 at EV charging sites¹⁰. Wokingham Borough Council is planning to generate electricity through solar farms and increased take up of PV panels on existing and new buildings. Local authority areas will need to be involved in the organisation of increased low carbon electricity generation if the UK is to meet increased demand as domestic and industrial and commercial sectors also become increasingly reliant on electricity.

Overall, increased financing, innovation and guidance is needed as to the most effective technologies and infrastructures so time and financing are not wasted and scaling up charging infrastructure is as effective as possible. A uniform understanding of best practice is required, for local authorities, industry and consumers, to steer towards when undertaking what will be a large infrastructural and behavioral shift.

¹⁰ <https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/>

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