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***Alton Climate Action & Network* and *Energy Alton* – response to Government consultation on ending the sale of new petrol, diesel and hybrid cars and vans**

1. **The phase out date**
   1. As early as possible
   2. This date is dictated by the urgency of the climate emergency, not convenience of consumers and manufacturers.
   3. We regret that this consultation does not include the manufacture of HGV’s and other forms of transport which are so important in reducing greenhouse gas emissions and moving to the use of clean energy
2. **The definition of what should be phased out**
   1. Cars and vans will be a start – see above 1c
3. **Barriers to achieving the above proposals**
   1. Ignorance and apathy mean that there is a perceived lack of public demand/willingness to change
   2. Imposed changes are likely to be resented and resisted
   3. An industry will grow up renovating and preserving Internal combustion engines (ICE) unless restraints are put in place.
   4. Charging infrastructure must be revolutionised, standardised and simplified – the present system where users need to subscribe to multiple providers and sometimes pre-load membership credit cards is a huge disincentive.
   5. Lack of clear incentives to motivate businesses and individuals
   6. Possible raw material shortages – though the industry is working hard to find solutions
   7. Limited range of Electric Vehicles (EVs) – although range is increasing with new models coming out almost monthly.
   8. Perceived problems with disposal/recycling of batteries
   9. Charging is currently impractical for people living in flats, or who rely on street parking.
   10. Electric vehicles are expensive.
   11. Demand on the supply of electricity – although the National Grid say they can cope with the extra demands
   12. The British motor industry has been left behind – although some are innovating and could prosper with investment in clean technologies
   13. We are no longer in the EU. This acted as a driver for countries to comply with stricter emission laws and promote joint technical, research and manufacturing potential with European partners.
4. **The impact of these ambitions on different sectors of industry and society**
   1. See the above
   2. Improved public health, quality of life and productivity: Cleaner air, less noise pollution – leading to a reduction in health care costs.
   3. Massive reduction in motoring costs for fuel, parts and servicing.
   4. Policies promoting clean energy will lead to a diversifying and decentralising of energy generation and storage.
   5. Potential use of a country wide network of EVs connected to the grid and acting as a power source/buffer together with the introduction of second-generation smart meters.
   6. Reduced risk of environmental degradation such as oil spills and mining.
   7. Boost to green industries, British Research & Development, with more green jobs.
5. **What measures are required by government and others to achieve the earlier phase out date**
   1. Stop subsidising the fossil fuel industry and use the money for well thought-out incentives to move to zero emission modes of transport.
   2. Public education to generate a public will to cooperate, engage more members of the public to want to switch and to counter false information. It could mirror the response to the Covid-19 epidemic.
   3. Make electric vehicles more attractive
   4. Promote EVs by having them zero rated for VAT and steadily increase VAT on ICE cars.
   5. Retain the zero DVLA road tax for EVs and raise it for gas guzzling ICE cars . Consider Introducing a new road fund licence category at a substantially higher rate for vehicles with high emissions. These vehicles produce tend to produce excess noise, pollution, road wear and fuel consumption. The objective should be to eliminate carbon and other dangerous emissions
   6. Consider carbon tax on ICE vehicles
   7. Look at Norway's lead in promoting EVs
   8. More on-street charging – perhaps though lamp posts (amp posts?) and parking meters
   9. Electric charging units as standard in all new build houses and if no garages then on-street provision. Home electric storage batteries and Solar PVs compulsory for all new builds.
   10. Promote the public charging system by forcing all providers to allow purchase of their electricity by credit/debit cards just as in petrol stations.
   11. Confirm support for the [Road to Zero](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf) document and its policies.