



Connect
Collaborate
Influence



Low Emission Cities Workshop

Best practice measures for increasing the take up of low pollution and carbon vehicles in cities

Wednesday, 18th November 2015, Sheffield

Best Practice Policy Measures for the Uptake of LEVs

Dan Hayes, Project Support, Low Carbon Vehicle Partnership

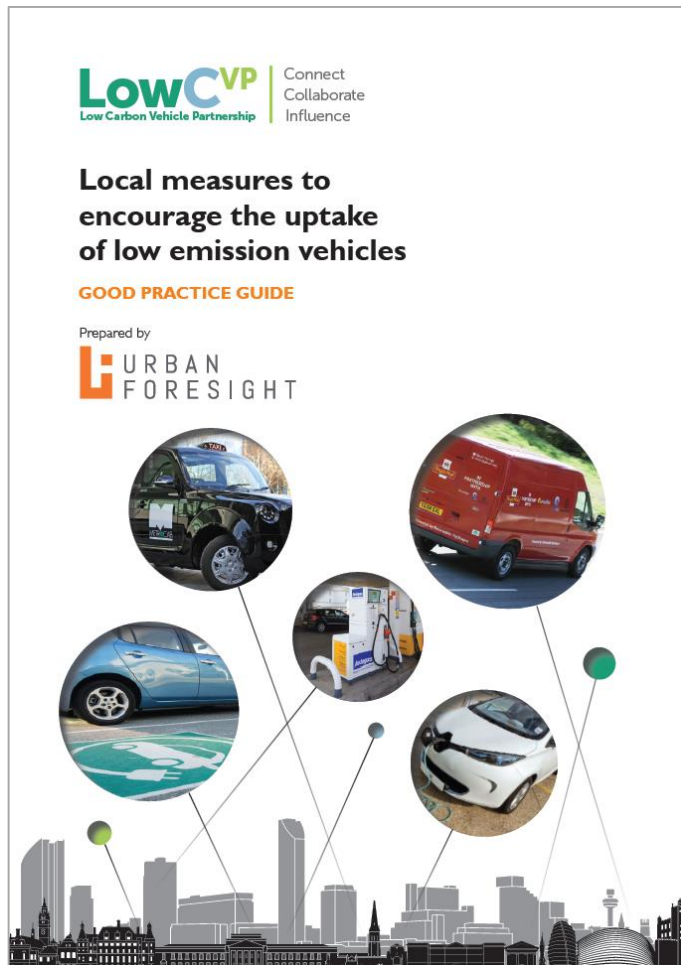


Contents

- Introduction to Good Practice Guide
- What is a Low Emission Vehicle?
- Topics and Measures
- The 5P's :
 1. Planning
 2. Procurement
 3. Provision of Infrastructure
 4. Parking
 5. Promotion
- Implementation Mechanism
- Conclusions



Good Practice Guide for Local Authorities



Aim: To assist local authorities in introducing a broad range of policy measures and initiatives to stimulate the take up of low emission vehicles by private, business and fleet operators.

Methodology:

Desk-based research – survey 60 LAs and 15 interviews to identify LEV related policies and good practice and key challenges

Contents:

- National Policy Framework
- What is a Low Emission Vehicle?
- Local Policy Measures
- Best Practice UK and Internationally
- Implementation, Challenges and Outlook

Collaboration: Transport for London, Committee on Climate Change, York City Council, SMMT, LowCVP, Transport Scotland, Ecolane Transport Consultancy

Good Practice Guide for Local Authorities

LIGHT DUTY VEHICLES & INFRASTRUCTURE



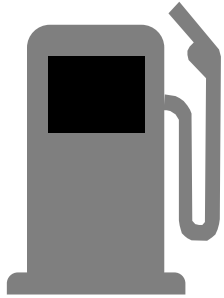
NEXT 10 YEARS



NATIONAL FRAMEWORKS



ALL TECHNOLOGY/ FUEL OPTIONS



Efficient ICE Hydrogen
Battery Electric CNG
Plug-in Hybrid Bio-methane
Hybrid LPG

LOCAL & REGIONAL GOVERNMENT



Unitary
County
District
Boroughs

Transport Council tax collection
Planning Air quality
Licensing Energy
Education Climate change
Housing Economic development
Public health Procurement



**PUBLIC-PRIVATE
PARTNERSHIPS**

EUROPEAN CASE STUDIES



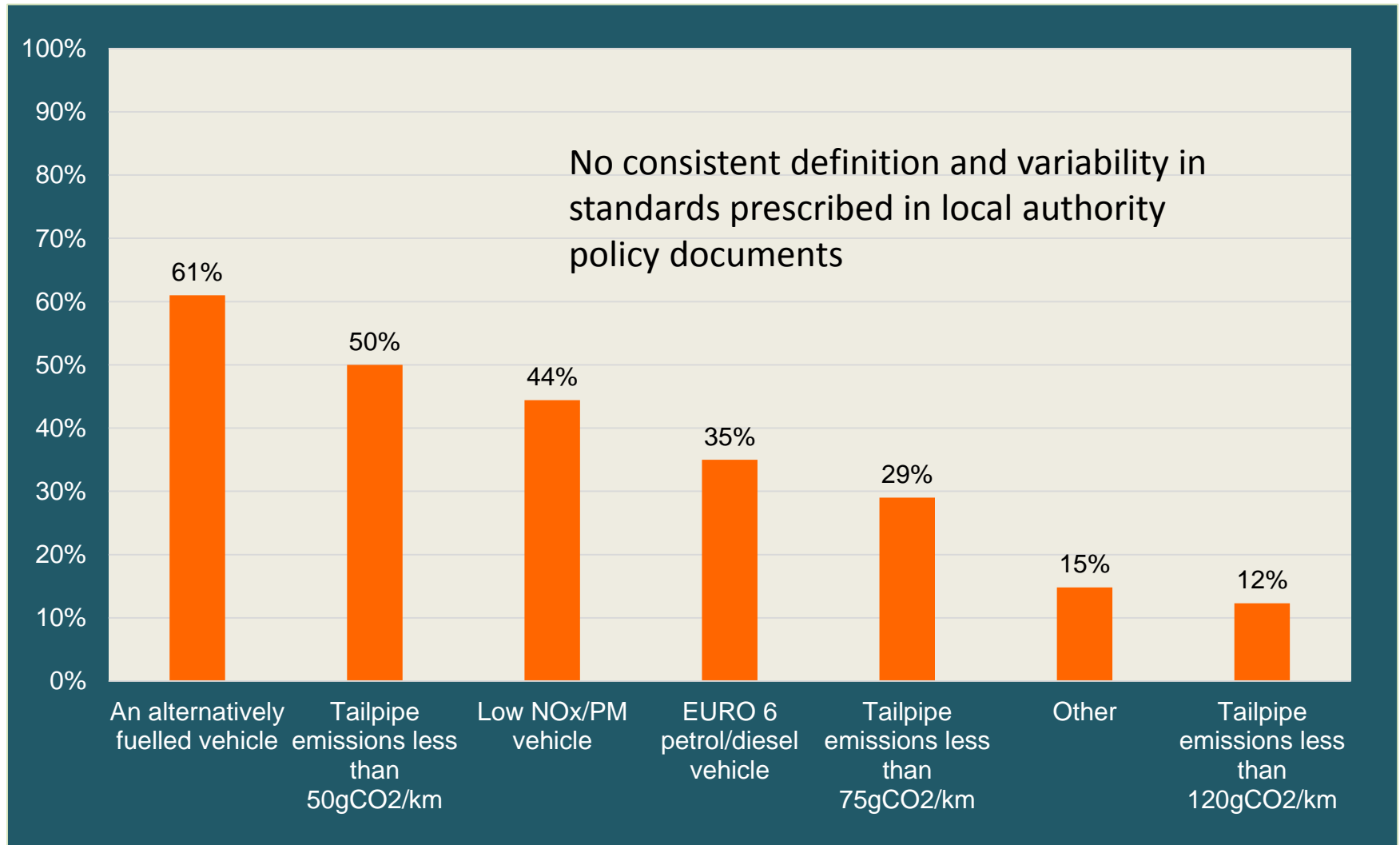
Good Practice Guide for Local Authorities

Survey information collected from:

- Personal Interviews:
 - 15 Local Authorities
 - 3 Public-Private Partnerships
 - 4 NGOs
 - 3 EU Organisations
- Online survey:
 - 68 Local Authorities,
 - 3 Passenger Transport Executives
 - 3 Local Organisations



Survey: Definition of Low Emission Vehicle



Low Emission Vehicle – Definition

- Definitions often follow Euro Standards or CO₂ emissions thresholds. (OLEV's Plug-in car grants defines ULEV as 75g CO₂/km or less).
- LEVs are not just alternative fuels and plug-ins; efficient ICEs of Euro 6 standards can contribute to reducing average air quality.
 - **Air Quality: Euro 6 for passenger cars, Euro 6c for LDVs and Euro VI for HDVs.**
 - **Consideration for older vehicles: average age of vehicle is 7 years.**
- A consistent and coherent framework of standards should be adopted across local authority policy areas; avoids confusion for consumers.
- Targets and standards for LEVs are not **static** – these require regular periodic review and updating in local policy to encourage ambition and ensure continued introduction of cleaner vehicles.

12 Topic Areas Covering 52 measures



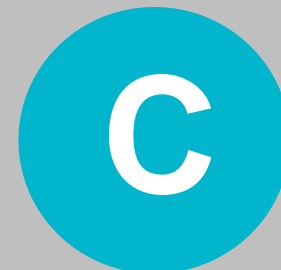
PARKING



INFRASTRUCTURE
PROVISION



PLANNING



ROAD ACCESS AND
CHARGING



TAXIS & PRIVATE
HIRE VEHICLES



INTEGRATION WITH
WIDER TRANSPORT



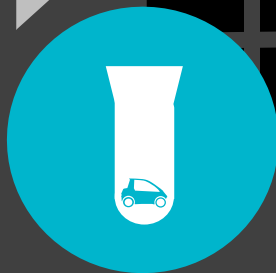
CAR CLUBS



PROCUREMENT



ECONOMIC
DEVELOPMENT
& TOURISM



PILOTS & TRIALS



EDUCATION &
PROMOTION



FINANCIAL
MEASURES

Key for Local Authorities: The 5 P's...

Identified 5 key policy areas that will have that greatest impact on low emission vehicle uptake:

1. Planning

2. Procurement

3. Provision of Infrastructure

4. Parking

5. Promotion (Education and Communication)



Topic 1 - Planning



Specify a minimum requirement for provision of LEV parking spaces and EV/alternative fuel infrastructure in planning conditions for new developments.

Specify creation of 'low emissions zones' through planning conditions.

Specify the need for ULEV 'readiness' in building codes e.g. require sockets in new and renovated buildings.

Electric vehicle charge point installation designated as a permitted development right.

Planning obligations (section 106/section 75), community infrastructure levy and highway contributions for LEV infrastructure and car clubs.

Use Local Development Orders to secure land for LEV infrastructure.

Topic 1 - Planning



Good Practice Case Studies

- **Royal Borough of Greenwich:** Introduction of a 'low emission zone' in major developments setting a minimum Euro standard for commercial vehicles.
- **Barcelona:** Requires 2% of new off-street parking construction must be equipped with EV charging posts.
- **York City Council:** New community stadium secured funding for EV charging for e bikes and cars.
- **Swindon Borough Council:** Use of local development order to speed construction of low carbon infrastructure – hydrogen and EV.
- **Vancouver:** New residential constructions require electrical circuit for home EV charging.
- **Camden Council:** Specifying EV car clubs in new developments and setting residents parking controls based on tail-pipe CO2 emissions.

Topic 2 - Procurement



Setting LEV Procurement Standards for Council's own fleet

Setting LEV procurement standards for out sourced public services e.g. logistics services, refuse collection, street cleaning, private hire firms, car clubs.

Employees that are entitled to subsidised leases are encouraged to select LEVs

New public-private partnerships to provide resources and expertise to reduce operating costs and emissions in fleets – new business models

Good Practice Case Studies

- **Dundee:** ULEV procurement policy for LDV, total of 62 EV in fleet, largest in UK
- **Camden:** Green Fleet Procurement Policy for their own fleet and contractors,
Stockholm: Lead a joint procurement effort, 335 partners purchasing 1,250 vehicles/ year
- **Transport for London:** EV and infrastructure procurement frameworks and targets for their own fleet (Ultra-Low Emission Vehicle Delivery Plan)

Topic 3 – Infrastructure Provision



Electric vehicle drivers have access to recharging infrastructure at reduced cost or free. Can apply to alternative fuels.

Infrastructure network is developed for ULEVs at key locations (standard/fast charging)

Grants or loans to local businesses to support installation of recharging infrastructure

Council depot or LA owned land to offer 3rd party access for refuelling/charging for local LEV fleets

Examples of Good Practice

- **Bristol and Source West:** Network of electric vehicle charging points
- **London Borough of Camden:** EV fast charging, LPG & biomethane refuelling at depot.
- **London Borough of Hackney:** Rapid on-street charging infrastructure
- **Birmingham City Council:** Strategic Infrastructure Planning

Topic 4 - Parking



LEVs permitted to use public parking facilities free or at a reduced cost.

LEV-only car parking spaces that do not include charge points.

Cost of parking permits reduced or waived for LEV owners.

Priority for parking permit applications given to LEV cars.

Allocating parking for sole use by LEV car clubs.

Good Practice Examples

- **Sheffield Council:** Green Parking Permits for EV, hybrid and LPG vehicles.
- **Kirklees Council:** Annual parking season ticket for free or discounted for LEV.
- **London Borough of Westminster :** Free parking for EVs and discount non-council CP
- **York City Council:** Emissions based residential parking charges
- **Oslo:** EV only car parks
- **Amsterdam:** Reduced waiting times for parking permits for EV drivers

Topic 5 – Promotion



Advisory services - Providing tools and information on the use of LEVs
e.g. Council website, leaflets

‘One-stop shop’/promotion office to access more information, advice, guidance, permits and access cards for infrastructure.

Measures to share/access information internally and externally to a local authority – ‘stakeholder’ groups e.g. local fleets, businesses, neighbouring LAs

LEV demonstration events - offering ‘try and drive’ experiences for local businesses and the public. Partnership with OEMs and local media.



Awareness campaigns events to promote the benefits of LEVs

Good Practice Examples

- **Scottish Borders Council:** EV road show.
- **Camden Council:** Free electric vehicle trials for businesses, created electric car guide video, LEV event hosted by local celebrity.
- **Sweden:** EV car rally to increase media attention.
- **Rotterdam:** Electric Vehicle Centre, test drive EVs and related information.

Matrix of policy areas and relevant departments

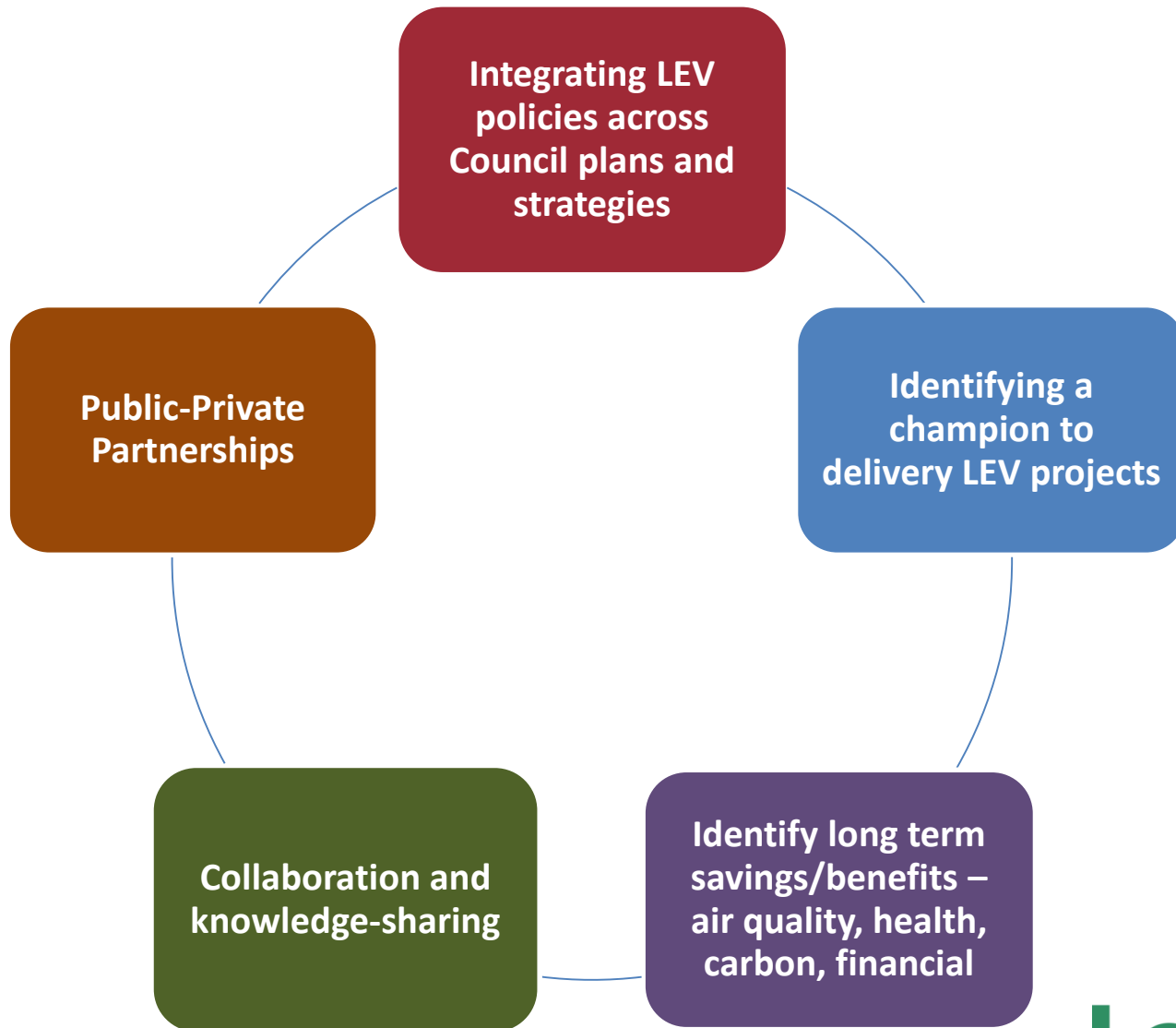
		Department															
		Building Control	Customer Services	Communication	Economic Development	Education Services	Environment and Regulatory Services	Finance	Fleet Management	Legal	Licensing	Parking Enforcement	Planning	Procurement	Transport Policy	Roads, Highways, and Pavements	Tourism
Policy	Planning																
	Procurement																
	Infrastructure Provision																
	Education and Promotion																
	Road Access and Charging																
	Parking																
	Car Clubs																
	Taxis & Private Hire Vehicles																
	Integration with the Wider Transport Network																
	Pilots & Trials																
	Financial Measures																
	Links to Economic Development & Tourism																

 Lead responsibility
 Supporting responsibility

Assessment of impact/ease of implementation of measures in the guide

		EASE OF IMPLEMENTATION		
		Less Challenging	Moderate	Challenging
IMPACT	High	<ul style="list-style-type: none"> » Discounted parking for LEVs » Discounted residential parking permits for LEVs » Reduced fees for taxi and private hire licenses » Business support » Educational and promotional activities » Information exchange 	<ul style="list-style-type: none"> » Discounted road charges or tolls for bridges/tunnels » Flexible taxi licensing caps » Taxi emission standards » Discounted and integrated travel » Freight consolidation centres » LEV-based car clubs » Local authority trials of new technologies and business models » Facilitating local demonstration projects and trials 	<ul style="list-style-type: none"> » Access to bus lanes » Access to high occupancy vehicle lanes » Links to economic development and regeneration
	Medium			

Implementation Mechanisms



Concluding Messages

- Local measures can make LEVs more convenient, cost effective and desirable.
- Wide range of policies measures that can have a big impact : **The 5 P's!**
- Range of technologies and fuels will help you reduce CO₂ and improve AQ.

3 key messages to take away:

- 1. Collaboration** – Internal & External
- 2. Communication** – Shout it from the rooftops!
- 3. Consistency** – Gives Certainty for Everyone.

Local measures to encourage the uptake of low emission vehicles

GOOD PRACTICE GUIDE

Prepared by

URBAN
F**O**RESIGHT



<http://bit.ly/1evy5mT>

The Low Emission Van Guide



Van Cost & Carbon Calculator



Find out about Low Emission Vans



Battery



Plug-In Hybrid



Biodiesel



Natural Gas / Biomethane



Liquefied Petroleum Gas



Hydrogen

<http://www.lowcvp.org.uk/lev.htm>

Your Whole Life Cost and Well-to-Wheels Carbon Savings
Compared to a Diesel Small Van

Electric Small Van ? <i>Saving:</i> £11,135 and 13.4 Tonnes CO₂	Your selections Urban / Inner-City: 70% Rural / B-Road: 30% Motorway / A-Road: 0% Driving Style: Normal Annual Mileage: 20000 miles Years Ownership: 5 years Diesel: £1.11 (€/litre) Electricity: £0.10 (€/kWh)
Electric Battery Lease Small Van ? <i>Saving:</i> £7,147 and 13.4 Tonnes CO₂	
CNG Small Van ? <i>Saving:</i> £1,763 and 1.2 Tonnes CO₂	

THANK YOU FOR LISTENING

ANY QUESTIONS?

daniel.hayes@lowcvp.org.uk

Join us Connect | Collaborate |
Influence

<http://www.lowcvp.org.uk>