



Air Quality & Emissions

Upgrading Fleets



Fleets in Charge
Breakout Session

Electrifying fleets: 'Try before you buy' schemes

Chris Plumb
Air quality fund lead

6 October 2020

Highways England: Our role



- We're a government-owned company responsible for the operation, maintenance and improvement of motorways and major A-roads in England
- But our role goes beyond this, to do more for road users, communities and the environment
- We're committed to improving the quality of air, focussed on nitrogen dioxide (NO₂)
 - The overall trend is improvement but not quick enough
- We recognise that zero emission vehicles are the ultimate solution to both clean air and a sustainable road network
- We're helping van users make the switch to electric

Why the interest in vans?

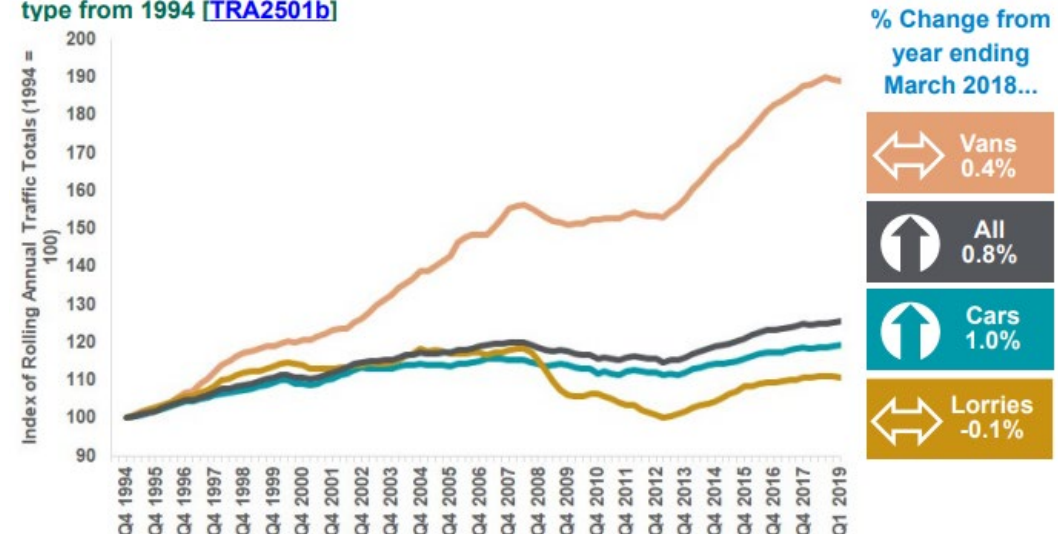
- Van use has increased more than any other vehicle class over the long term
- Vast majority are diesel-fuelled, contributing to NO₂ pollution
- Vans are disproportionately polluting
 - 33% of NOx emissions (98,000 tonnes in 2016) from vans from only 16% of road traffic
- Zero emission alternatives available and viable for many

Long term trends

Over the last 20 years, traffic has changed at varying rates across vehicle types:



Chart 2: Rolling annual index of road traffic in Great Britain, by vehicle type from 1994 [TRA2501b]



Share of traffic by vehicle type, in the year ending March 2019



Van Definition



Light Commercial Vehicle (LCV; a.k.a. van) Goods vehicles not exceeding 3.5 tonnes gross vehicle weight

Department for Transport road traffic estimates: Great Britain, provisional 2019
Click on image to view statistics

Working to accelerate the uptake of electric vans

- Our research with the Energy Saving Trust confirmed offering **‘try before you buy’** schemes a great way forward
 - Try for free for up to two months
 - Expert support to help participants get the best out of the vehicles
 - Total cost of ownership report will make likely savings clear
- Highways England partnered with Local Authorities to implement
 - Targeted parts of our network where air is not yet clean
 - Highways England contributes ‘capital’ to buy demonstrator vehicles (around 30–70) and partners contribute ‘revenue’ to operate and promote
- Aim is to encourage others to switch to electric vans
 - 250–500 new vans in each location will contribute to cleaner air and the government’s *Road to Zero* strategy

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Click image to
access case study

Progress to date

£9.3 million air quality designated funding invested to date

- **Leeds** scheme launched in January 2020
 - See <https://www.leeds.gov.uk/campaign/ev-trials>
 - Businesses already looking to switch following successful demonstrations!
- Other partners working to implement their schemes:
 - **Coventry** – [*Electric Fleet First*](#) – contact electricfleet@coventry.gov.uk
 - **Kent** – [*Kent Revs Up for Clean Air*](#) – contact REVS@cs ltd.org.uk
 - **Nottingham** – [*Electric Van Experience*](#) - contact workplacetravelservice@nottinghamcity.gov.uk
 - **Sheffield** – *Electric Van Centre of Excellence* – contact cleanair@sheffield.gov.uk
- Exploring with other cities whether more ‘try before you buy’ electric van schemes are possible – budget available 2020/21



Summary

- Great to be working with partners to encourage uptake of electric vans for cleaner air and reduced carbon
- Fantastic that Leeds scheme is operating and participants already encouraged to switch
- Excellent that four more authorities are working to replicate elsewhere
- Opportunity for more this financial year



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Net zero and clean air

A fair transition

Tim Anderson

Group Head of Transport

We are an independent organisation
working to address the climate emergency.

Low Emission Zone (LEZ) Support Fund Launched 17th September



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Zones to be introduced in Aberdeen, Dundee, Glasgow and Edinburgh with a planned launch of Feb – May 2022

By restricting access based on emission standards, LEZs tackle:

- Air pollution
- Climate change
- Congestion



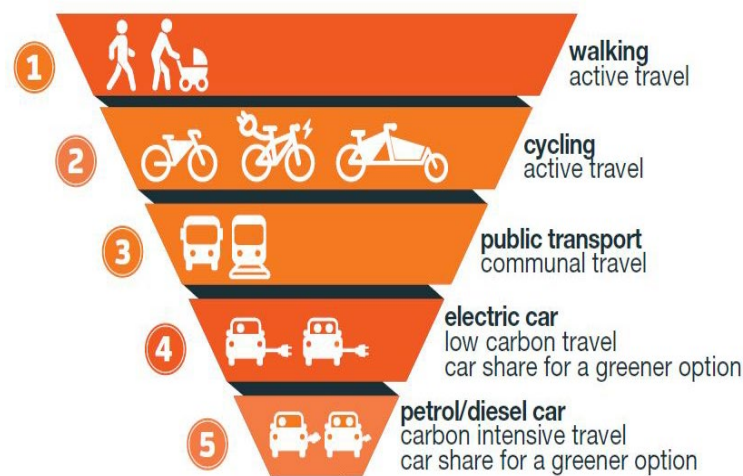
£2.6 million grant funding



- £2,000 for eligible households and **£2,500 for micro-businesses and sole traders** to dispose of their uncompliant vehicles
- £500 Travel Better credits available to up to household members for sustainable transport measures* (£1,000 max available)



- * (e)bikes and:
- Equipment
 - Servicing/repair
 - Accessories
 - Public transport
 - Bike/car share schemes

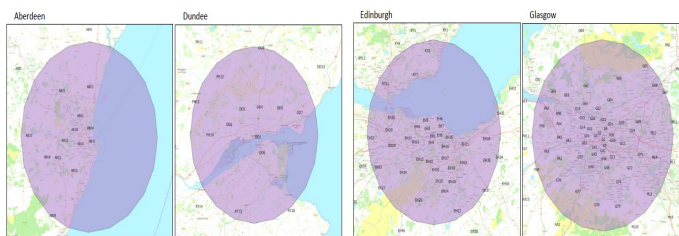


Delivering our mission and Transport Scotland objectives



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- Focus – mostly **social justice**
- Support for those most affected by the LEZs who are unable to make more sustainable travel choices



- Fund is a work in progress to ensure it reaches those it's intended to help



Source: Transport Scotland National Transport Strategy

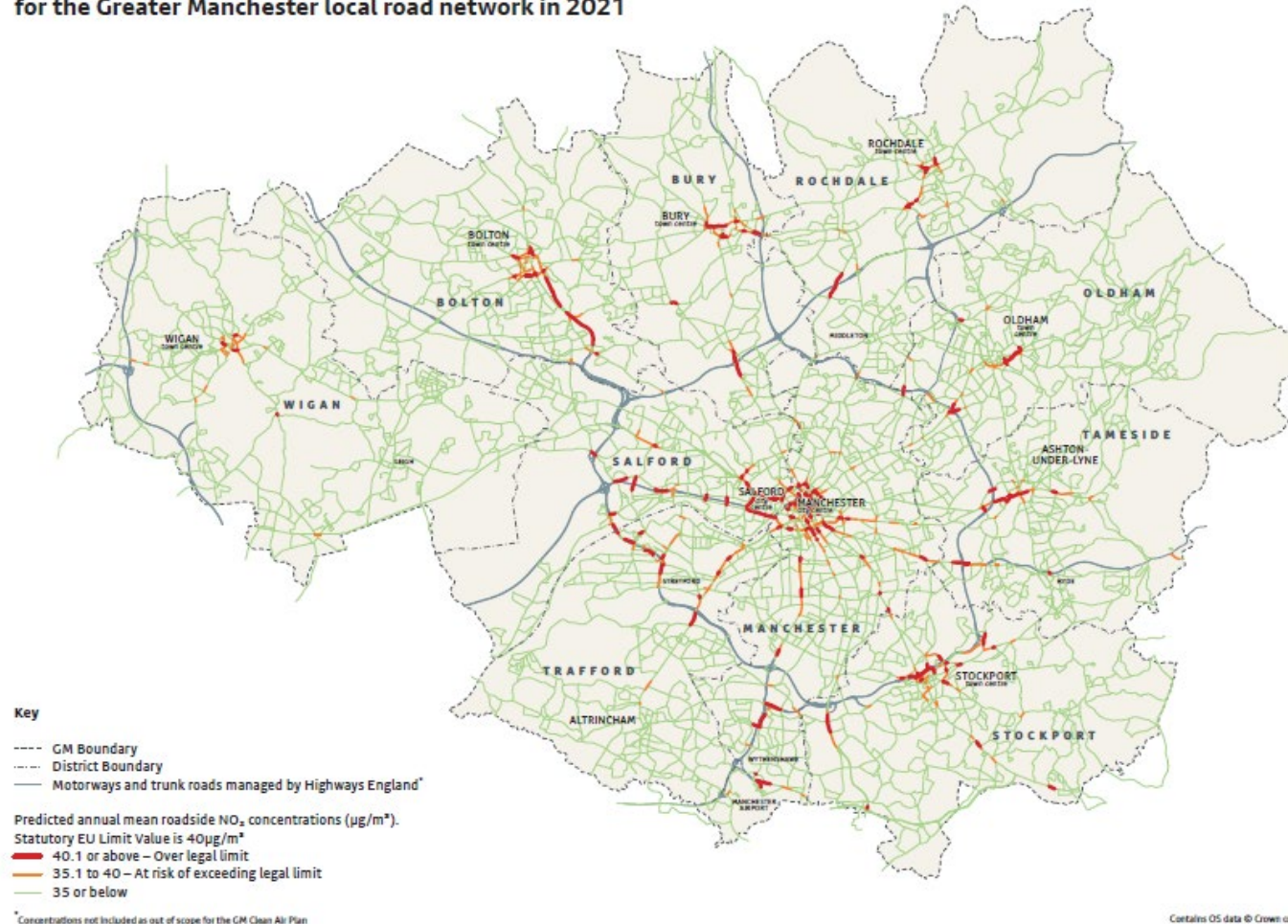
Thank you

Overview of the GM Clean Air Plan

Modelling shows that illegal levels of NO₂ will span all GM Local Authorities in 2021 if no action is taken

- Over 150 stretches of road across GM will still be in breach of legal limits for harmful concentrations of NO₂ in two years unless action is taken
- The government's model had identified just 11 locations
- The red sections are over the legal limit, the orange sections are those that are at risk of breaching the limit

Predicted annual mean nitrogen dioxide (NO₂) concentrations for the Greater Manchester local road network in 2021



Key elements of the GM Clean Air Zone



CATEGORY C CLEAN AIR ZONE

Boundary	Largely coincidental with the Greater Manchester administrative boundary. The Strategic Road Network (SRN) is excluded.
Time of operation	24 hours a day, 7 days a week, 365 days per year
Date for introduction	Spring 2022. Anticipated that it will remain in full operation until at least the second half of 2026.
Non-compliant vehicles impacted	Licensed Hackney Carriages Licensed PHVs Buses Coaches Minibuses LGVs HGVs



A central government database (vehicle checker) will determine if a vehicle is in scope for a charge. The vehicle checker can be accessed online at: <https://www.gov.uk/check-clean-air-zone-charge>.

Proposed charges in the GM Clean Air Zone



Daily charges would apply for each day a non-compliant vehicle is used within the GM CAZ, with one charge imposed per vehicle, per 'Charging Day' (midnight to midnight), however much a vehicle drives within the GM CAZ in that 24-hour period.

Owners or registered keepers of non-compliant vehicles used within the GM CAZ will be required to pay the relevant charge via a Central Government Payment Portal.

- **Licensed Hackney Carriages – £7.50**
- **Licensed Private Hire Vehicles – £7.50**
- **Minibuses – £10**
- **LGVs – £10**
- **Buses – £60**
- **Coaches – £60**
- **HGVs – £60**

the charge for LGV's and minibuses has increased to £10 compared to £7.50 per day in the conversation

the charge for HGV's, buses and coaches is reduced to £60 compared to £100 per day in the conversation

- Better understanding of the vehicle fleets and markets in GM and nationally.
- Better understanding of the likely behavioural response to the charges.
- A range of options were tested to identify the lowest, most effective charge.

The Government intends that a user can pay 7 days in advance, including the journey date or 7 days retrospectively including the journey date.

Temporary local exemptions proposed by GM until 31 December 2022



- **Coaches and buses** registered to a business address within GM and not used on a registered bus service in GM
- GM licensed **wheelchair accessible hackney carriage and private hire vehicles**
- Outstanding finance and lease on non-compliant vehicles until the agreement ends or until 31 December 2022 (whichever is sooner)
- **LGVs and minibuses** (which are not licensed taxis or PHVs)
- **Limited supply** (awaiting the delivery of a compliant vehicle)

How the GM CAP will support vulnerable groups



Depending on your vehicle, individuals and businesses who are eligible for support will be able to choose between:

- 1.** A non-repayable grant to support the purchase, leasing or running costs of a new or second-hand compliant/zero emission capable vehicle, as a like-for-like replacement of an existing non-compliant vehicle;

OR

- 2.** A contribution to the cost of financing a replacement vehicle through the GM scheme, providing affordable access to credit to a wider range of applicants, and offering, on average, a value the same as the grant amount, up to a capped per-vehicle limit;

OR

- 3.** Funding towards a CVRAS-accredited retrofit solution, where one is available.

Clean Commercial Vehicle Fund: Offer



Where State Aid allows and subject to consultation, funding will be made available to:

- Small and micro businesses, sole traders, charities and social enterprises, private owners, initially targeted towards individuals and the smallest businesses with the oldest vehicles;
- Vehicles registered within GM; and
- For a limited number of vehicles funded per applicant – current working assumption is 10*.



LGV

£3,500 per vehicle for replacement



HGV

Up to £5,500 per vehicle for replacement or up to £16,000 for retrofit



Minibus

£5,000 per vehicle for replacement



Coach

Up to £16,000 per vehicle for replacement or retrofit

* Limit of 5 vehicles per applicant for HGV retrofit

Consultation – have your say!



- Consultations on both the GM CAP and MLS are due go live 8 October 2020.
- The surveys will consider the impacts of COVID-19 on the proposals.
- We will be promoting the consultations across Greater Manchester.
- The feedback will be used to inform the final plans.
- Sign up for updates on the GM Clean Air Plan at: cleanairgm.com

