Department for Transport

# Phasing out the sale of new petrol and diesel cars from 2030 and Support for the Zero Emission Transition Consultation Response Form

The full consultation document is available at: https://www.gov.uk/government/consultations/phasing-out-sales-of-new-petrol-and-diesel-cars-from-2030-and-supporting-the-zev-transition

Please send written consultation responses to:

Department for Transport, ZEV Regulations, 3rd Floor Great Minster House, 33 Horseferry Road, London, SW1P 4DR

Or via email to: zevmandate@dft.gov.uk

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory code of practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the department.

This consultation is seeking your views on phasing out the sale of new petrol and diesel cars from 2030 and support for the zero-emission transition.

Your personal data collected through this consultation is processed in line with our online forms, surveys and consultations privacy notice.

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**Responses from Transition Tavistock's Travel Action Group**
https://transitiontavistock.org.uk/

**Part 1**: **2030 phase out of new ICE cars, and $CO_2$ requirements for vans**

**Question 1: Do you agree with the Government's view that full hybrid and plug-in hybrid technologies only should be considered? Please explain your answer.**

*No comment*

**Question 2: Do you prefer a technological definition that permits both HEVs and PHEVs, or a technological definition that permits PHEVs only? Please explain your answer.**

*No comment*

**Question 3: Do you support no further $CO_2$ requirements, a vehicle level $CO_2$ cap, or a fleetwide $CO_2$ requirement? Please explain your answer.**

*Vehicle level cap. This will be easier to meet for the companies that have already prioritised producing low emission and / or smaller vehicles. The increase in size of cars over recent years should not be used as an excuse for continuing to produce models with high emissions.*

*Larger cars are hindering progress on decarbonising transport – and not just through their own emissions. This is observable in our area of operation (a market town and surrounding rural area on the Devon / Cornwall border) in the following ways: congestion on streets where it is now difficult for two vehicles to pass each other next to a parked vehicle; more frequent pavement parking, inconveniencing pedestrians; greater danger for cyclists and walkers, particularly on rural lanes, deterring active travel.*

**Question 4: Should a minimum range be required for new PHEVs and, if so, at what level should it be set? Please explain your answer.**

*We support a minimum range, as the electric motor in a PHEV should be more than a token gesture towards decarbonisation. It should be sufficient to cover most "everyday" return trips, so users able to recharge at home get into that habit. Rural residents face return trips of up to 40 miles to the nearest supermarket / secondary school / health centre, often with no public transport alternative.*

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**Question 5: Do you agree with the Government's intention not to establish a technological definition for the specification of new non-ZE vans that may be sold from 2030? Please explain your answer.**

*No comment*

**Question 6: What are your views on establishing a $CO_2$ requirement for vans from 2030? What is your preferred measure, if any, and at what level should the target be set? Please explain your answer.**

*No comment*

**Question 7: What would be the impact to the economy and to UK society of any new or additional non-ZEV $CO_2$ requirements in the van sector from 2030? Please explain your answer and provide evidence where possible.**

*No comment*

**Question 8: What are your views on current measures to support demand for zero emission vehicles? What additional measures could further support the transition?**

*Both government and the motor industry should make more effort to encourage confidence in rural drivers to switch to ZEVs when changing cars, partnering with local organisations which have opportunities to influence perceptions.*

*The relatively low take-up in rural Devon to date limits people's opportunities to notice chargepoints in use or to ask existing drivers about their experiences. Myths / outdated stories of problems / misinformation are harder to counter. (Eg "there are no chargepoints in Cornwall".) Anecdotal evidence suggests that, while ZEVs are offered by most car dealers, staff often lack the skill or knowledge to present the case for switching to one accurately or effectively.*

*Devon has a relatively high proportion of older residents, particularly in rural districts, who have driven manual petrol cars for 50 years or more, and may be wary of switching to an unfamiliar technology. Young drivers, also, are likely to be in family and friendship circles with limited knowledge of or interest in EVs.*

*We use the slogan "EV next time" to encourage people to explore the idea of a ZEV before the time comes to make a decision on new car. However as a volunteer run local group we find it hard to get hold of information that is easy to share (eg in flier*

*or poster form when we have a stall at an event). There are no opportunities for road-shows or other demonstration opportunities within 100 miles.*

*Upfront cost is a deterrent, so grants to reduce the cost of entry level ZEVs can be useful. However this should not be at the expense of other measures to improve rural transport, particularly bus services and cycling infrastructure.*

*The imposition of VAT on electricity from public chargepoints is unfair to households without off street parking. In our area this includes many on lower incomes, who still see no alternative to car ownership due to inadequate public transport.*

**Question 9: What are your views on whether small volume manufacturers (between 1,000 and 2,499 registrations) should be subject to the 2030 requirements for cars and/or vans?**

*No comment.*

**Question 10: What are your views on whether micro-volume manufacturers (fewer than 1,000 annual registrations) should be subject to the 2030 requirements for cars and/or vans?**

*No comment.*

**Question 11: What is your opinion on exemptions for Special Purpose Vehicles from the 2030 requirements for cars and vans?**

*No comment.*

**Question 12: What is your opinion on exemptions for kit cars from the 2030 requirements for cars and vans?**

*No comment.*

## Part 2: Vehicle Emissions Trading Schemes Updates

**Question 13: Are the time limits on the current flexibilities in the ZEV Mandate for cars and for vans still appropriate? Please explain your answer.**

*We do not support any relaxation of time limits, as the climate crisis demands urgent action.*

**Question 14: What are your views on the proposal to implement a van-car transfer in VETS? Please explain your answer.**

*No comment.*

**Question 15: Are there other flexibilities that should be considered within VETS for cars and vans?**

*No comment.*

**Question 16: Do you agree that VETS should be amended to account for the UF change? If so, do you agree with the proposal set out? Please explain your answer.**

*No comment.*

**Question 17: Do you agree with the proposal to allow UK derived or EU derived WLTP specific emission reference targets to apply from 2021-2023 in the United Kingdom, and in 2024 in Northern Ireland? If not, why?**

*No comment.*