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Department for Transport
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Joint letter: Policies to boost UK electric vehicle demand and help achieve Labour Government missions

Dear Minister,

Congratulations on your appointment as the Future of Roads Minister.

The new Government has committed to the electric vehicle transition as a pillar of a modern transport network and the clean energy mission. The Government has inherited a world-leading regulation, the Zero Emission Vehicle mandate, that sets annual targets for vehicle manufacturers to increase the supply of EVs in the UK. The regulation will not only compel manufacturers to increase the variety of EV models available, but also bring down prices and offer better deals to UK consumers. Despite this, industry alone will not be able to deliver the wider changes needed to ensure the UK's EV transition is a success.

We welcome the Government's commitment to bring forward the phase out for petrol and diesel sales back to 2030, but this will not be enough on its own to boost consumer confidence in EVs.

The Government has an important role to play to ensure the policies are in place to give car buyers the confidence they need to switch to an EV. Currently, a combination of mis-and-disinformation alongside legitimate concerns and uncertainties held by the public on the EV transition is stifling demand, especially among private buyers. Meanwhile, the electric van market has also yet to pick up momentum in the UK.

It is crucial that the new Government quickly provides certainty regarding the phase out date for petrol and diesel sales and re-commits to the ambition and existing sales targets of the ZEV mandate. This should be supplemented with action (see further detail below) to tackle misinformation, accelerate the rollout of the UK's charging network, introduce a package of "confidence boosting" EV policies and explore targeted measures to support EV uptake. Together, these policies will help give greater confidence in the EV transition.

As leading NGOs and thinktanks working on road transport decarbonisation, we would welcome an opportunity to meet with you at your convenience to discuss these policies in greater detail.

Yours sincerely,

**Transport &
Environment**

**CLIMATE GROUP
EV100**



Policy recommendations:

1

Provide clarity and communicate details on the phase out date for petrol and diesel sales as quickly as possible: It is important that the Government does not allow the debate over the implementation of the manifesto commitment to reinstate the phase out date for the sale of new petrol and diesel cars to drag on beyond this year. The Government should provide clear and definitive details on the new rules, re-commit to the existing sales targets in the ZEV mandate and commit to developing a program of policies to support the switch to EVs, such as those listed below - this would provide certainty to industry and the public.

2

Coordinate a communications campaign on EVs: Working with industry and consumer groups, the Government should coordinate a communications campaign, co-funded between Government and industry, providing the public with objective and key information they need to help them make an informed decision about EVs. This should include directly tackling persistent pieces of mis-and-disinformation.

3

Accelerate rollout and address regional inequalities of the UK's charging network: While the UK's public charging network is growing at a considerable speed, it needs to keep pace with growth in EV ownership across the country. The Government should:

- Work closely with local authorities and wider relevant stakeholders such as chargepoint operators and fleets, to provide greater support and clearer policy guidance on rolling out charging infrastructure across all regions and ensure access to EV infrastructure is fairly distributed. This should be backed by a power to direct local authorities to deliver charging infrastructure.

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- Deliver the committed funding through the Local EV Infrastructure and Rapid Charging Funds.
 - Remove barriers to the installation of charge points by improving access and upgrades to grid connections, as well as reforming and improving current planning rules - for example, by urgently finalising proposed DfT changes to streetworks access and MHCLG's on extending permitted development rights, which were promised, but not delivered, by the previous administration.
 - Explore options to bring down high public charging costs and take steps to ensure that drivers can access affordable EV charging solutions at or near their homes, for example, by bringing forward guidance on safe cross-pavement charging solutions (such as gullies), which was again promised, but not delivered, by the previous administration.
 - Relaunch the home charger grant - on a targeted basis if necessary - for people buying second hand EVs.
 - Take action to further improve consumer experience of public charge points and engage with operators in working towards applying PAS:1899 accessibility standards for public charge points.
 - Engage with the charging industry and fleet operators to ensure that vans are adequately supported by the public charging network.
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4

Introduce and communicate a package of “confidence boosting” policies on EVs: To help give confidence to prospective EV buyers, the Government should package up existing and new measures into a “consumer guarantee”, such as:

- The existing requirement for all new zero emission vehicles to come with 8 year or 100,000 mile warranties.
 - The existing 99% reliability targets for public charge points.
 - A new standardised battery health certification scheme for EVs (e.g. by at least implementing the UN's GTR 22 on battery durability).
 - A “right to plug” to ensure leaseholders and renters have a presumed right to install a chargepoint at home.
 - Ensure EV drivers have access to reliable and affordable repairs by speeding up the reskilling of the vehicle maintenance and repairs sector.
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5

Extend and explore measures to incentivise and offer targeted support for the switch to EVs: While the ZEV mandate will compel manufacturers to bring upfront prices down, DfT should work with the Treasury to extend or explore additional targeted measures to support the EV transition, such as:

- Extending preferential benefit-in-kind rates for EVs beyond 2027/28.
 - Extending the plug-in van grant beyond 2025.
 - Introducing social leasing schemes for care workers and other low-income, high mileage driver groups.
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