

Electric vehicles – progress?

Sian Berry

London Assembly Member

Camden Councillor

Transport campaigner since 2003



2003- ?

Getting mad about urban monsters

Celebrities are now the target of a growing campaign against 4x4s on city streets, reports **Emma Smith**

Protesters against the use of 4x4s in urban areas say they are targeting celebrity owners of off-road vehicles as part of an escalating campaign. Members of a group calling itself the Alliance Against Urban 4x4s have tracked down and posted notices on vehicles owned by the actors Felicity Kendal and Robert Lindsay, and Chris Eubank, the former boxer. They are targeting other high-profile figures including David and Victoria Beckham, said to own a Hummer, one of the largest off-road vehicles (it is adapted from an American military vehicle). The tactics have raised fears that British protesters are moving towards the militant strategies of American groups such as the Earth Liberation Front (ELF), which claims to already have members throughout Europe. ELF activists have set light to 4x4s and doused them in acid. British demonstrators, who insist they are non-violent, say they plan to attach fake parking tickets to celebrities' cars informing them their 4x4s are "dirty and dangerous" and saying it is "a criminal offence" to drive an SUV in the city. "Pubs and Becks are the ultimate target," said Suzi Edwards, 34, an Alliance Against Urban 4x4s supporter and environmental consultant from London. "Most of

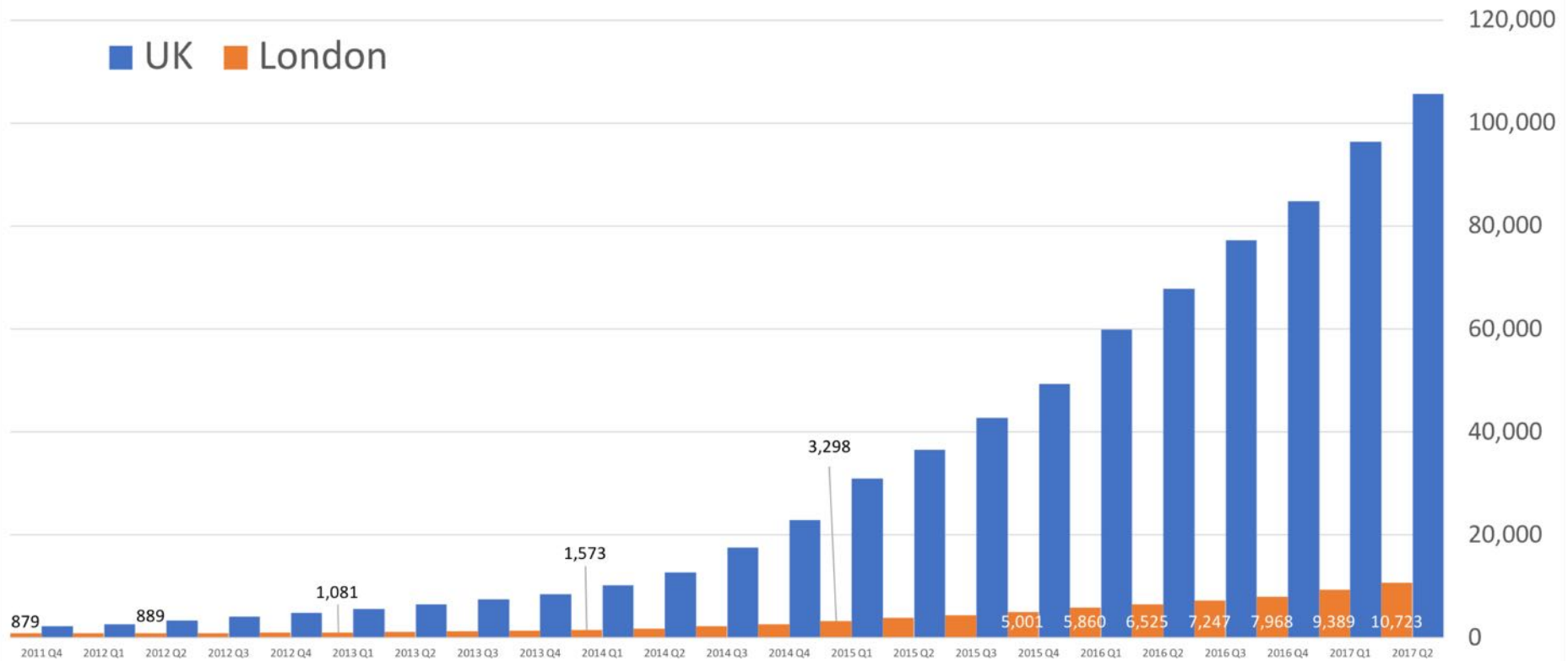


of their high-fronted bodywork. The demonstrators are calling for increased congestion charges for 4x4s in cities, higher road tax for SUVs causing the most pollution and a ban on 4x4 advertising. "Parents who drive their kids to school in urban 4x4s are being extremely irresponsible," said Sian Berry, a spokeswoman for the alliance. "These vehicles are totally unsuitable for city streets, jamming up roads, threatening children's safety and increasing pollution." In America, where SUVs accounted for 25% of all new vehicles sold last year, anti-4x4 feeling has provided some protesters to adopt extreme methods of persuasion. Outlines of dead bodies have been painted on the driveways of car owners with the slogan "Another dead Iraq for your SUV" — a reference to their view that America invaded Iraq for oil. Nails and screws have been dumped behind cars. The FBI investigated the ELF and its website was shut down. So far Britain's anti-SUV lobby has engaged in little more than leafleting and barracking of drivers. Campaigners dressed as Hitler, Stalin, and Lenin.



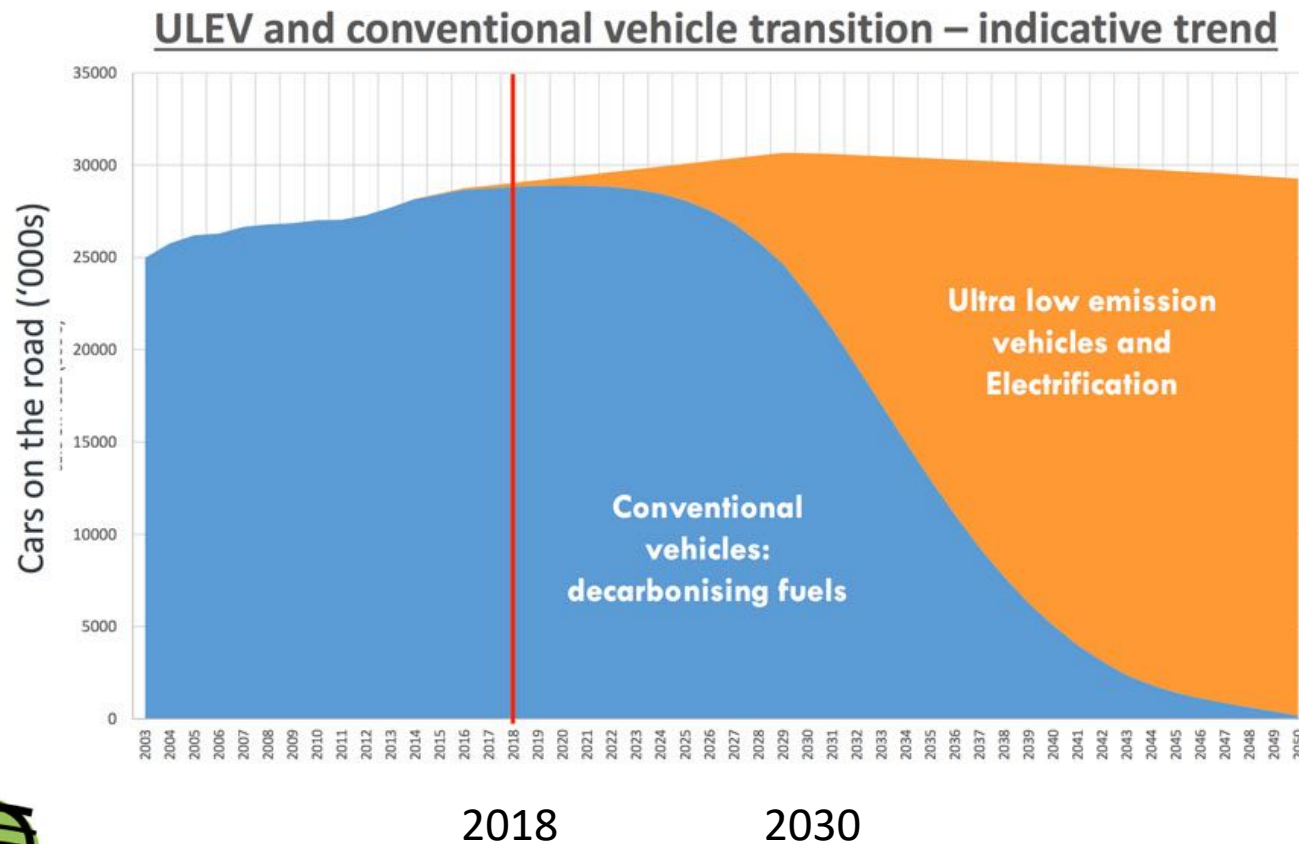
Electric cars revolution!

Total EV and plug in passenger vehicles 2011-2017



Electric cars revolution?

Decarbonising transport energy in parallel



Electric cars revolution?

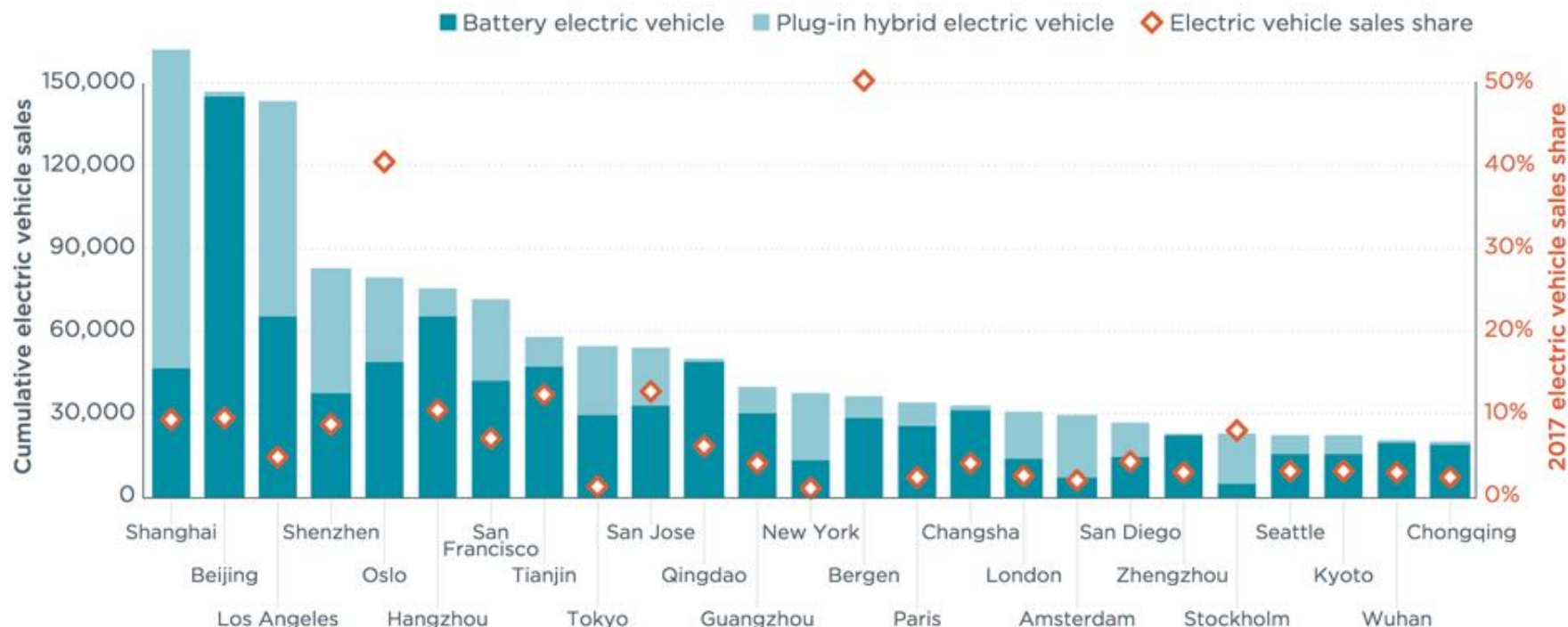


Figure 2. Cumulative electric vehicle sales and 2017 sales shares in electric vehicle capital cities.



Incentives – Mayor

- Ultra Low Emission C-Charge discount 2013
- T-Charge Oct 2017
- Central London ULEZ April 2019
- Removal of ULED – EVs only from April 2019
- Expanded ULEZ 2021



Incentives – Mayor – future?

- Workplace Parking Levies?
 - Smart road charging?
 - Petrol and diesel bans on high pollution days?
 - Car free days?
 - Helping councils with parking discounts?
-
- MTS has ambition for Central London to be zero-emission by 2025



Incentives – Government

- VED zero rated discounts introduced in 2009 – now range is from £0 to £2070 in year one, but only up to £450 for subsequent years (about the same top rate as in 2009).
- **Road to Zero strategy, Sep 2018**
- Plug-in hybrid new car grants scrapped from 9 November
- Max grants for all-electric cars cut from £4,500 to £3,500 (or 35% of cost)
- £500 to put a charge point in the home, and for workplaces (or 75% of cost)



Incentives – Government - CCC

Committee on Climate Change criticisms include:

- Leaving open the possibility of sales of conventional hybrids and very short range plug-in hybrids in 2040 and following years is inconsistent with the UK's climate change commitments. **To meet the Government's stated goal of every car and van being zero emission in 2050, only pure battery electric vehicles and long range plug in hybrids can be sold after 2035.**
- an absence of measures to address the fast-growing market for higher emitting vehicles, including Sports Utility Vehicles (SUVs). **The popularity of SUVs is cancelling out emissions savings from improvements in technology, with potentially serious implications for meeting the UK's carbon budgets.**



Incentives – Government



Caroline Lucas ✓
@CarolineLucas

Following

Rail fares up AGAIN. For context, here's travel cost changes since 1997:

- ↓ car down by 16%
- ↓ domestic flights down 16%
- ↑ train up by 23%
- ↑ coaches and buses up 33%



Train fares: UK rail passengers face biggest rise for five years

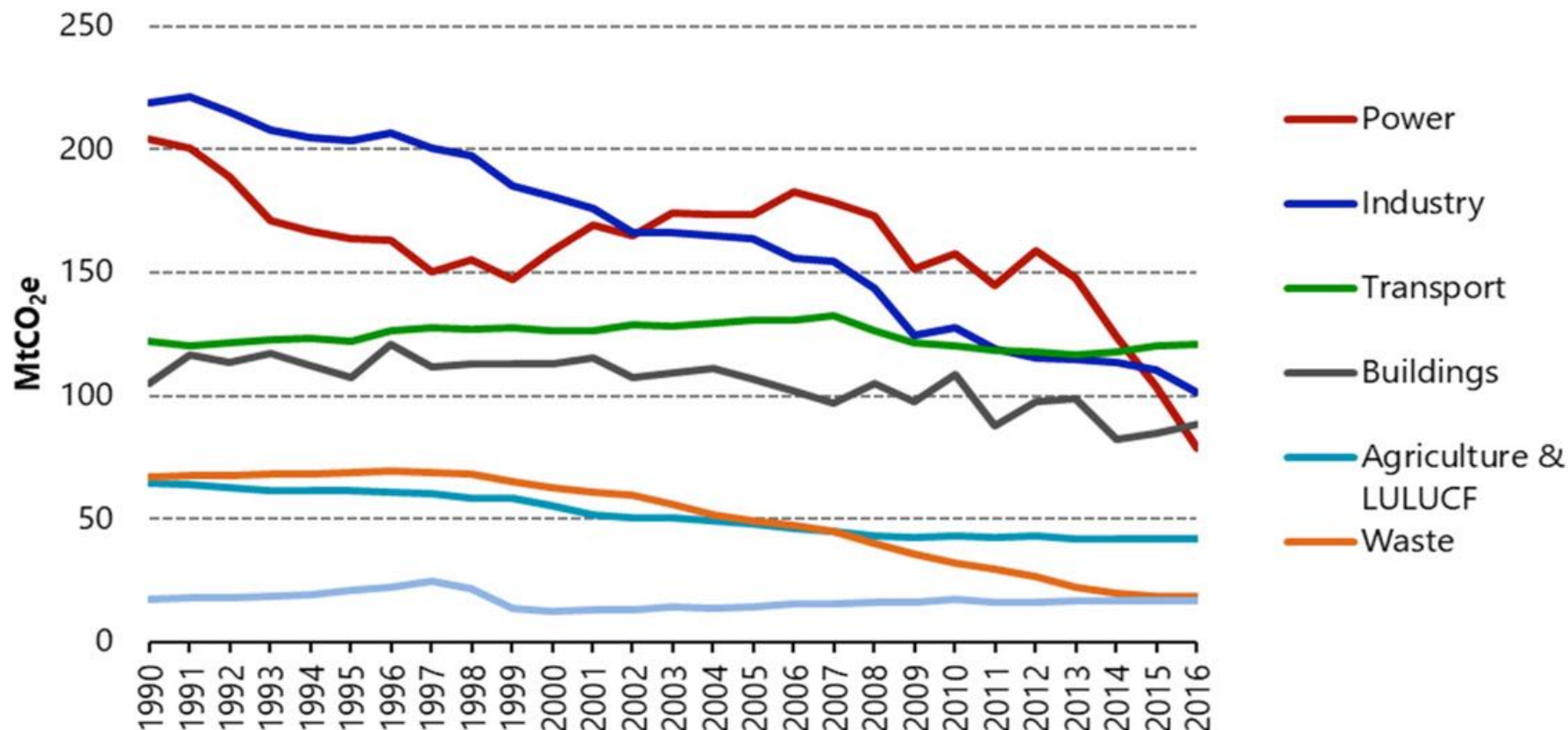
Union says announcement that average ticket prices will increase by 3.4% in January is 'another kick in the teeth'

theguardian.com



Transport and carbon targets

UK GHG emissions 1990 - 2016



Phasing out diesel and petrol sales

- Current Govt plans – 2040 for all new cars and vans to be ‘zero’ emissions
- Needed by 2030 at latest – National Grid, BEIS committee, Committee on Climate Change all support this
- Bringing this forward **“would almost halve oil imports and largely close the gap in the UK’s climate targets.”**



Charging points – in the city

- 60 per cent of Londoners don't have a garage or driveway and would rely on chargers on street.
- We have around 1,900 charge points now.

In past year:

VEHICLES
+50%

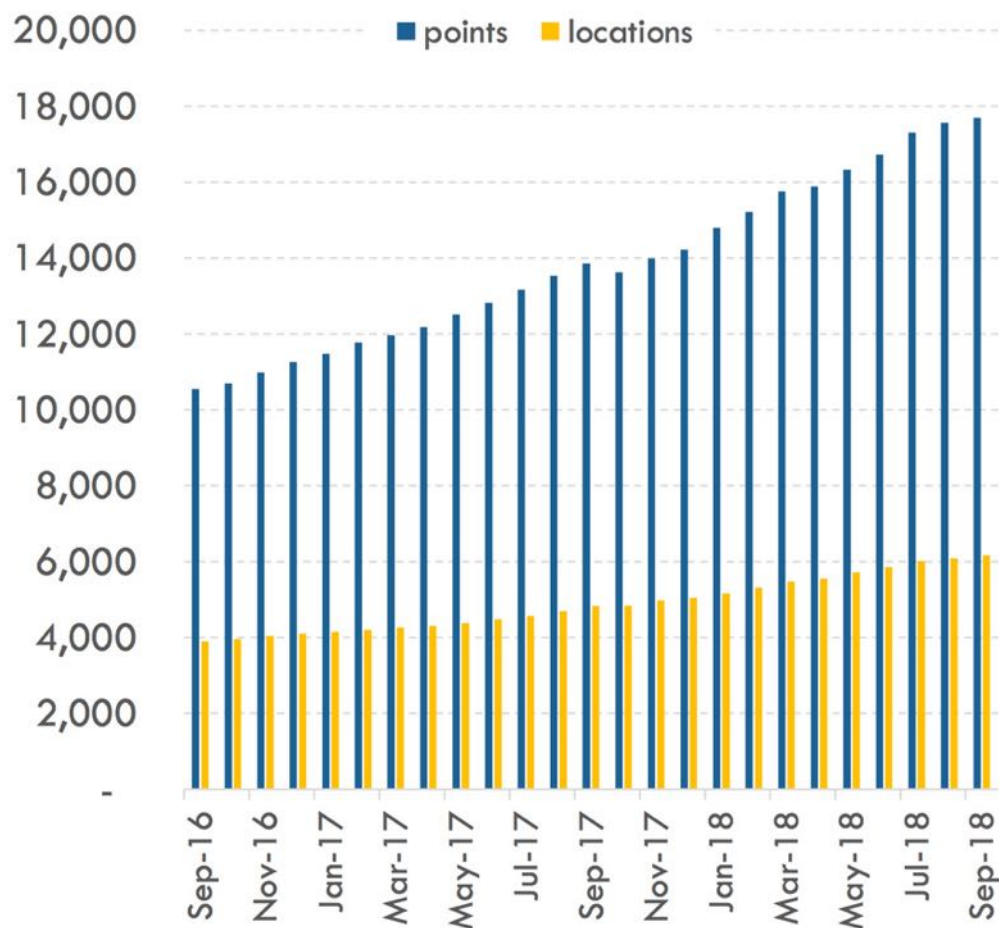


CHARGE
POINTS
+17%



Charging points – UK wide

Charger points and locations



Charging points – on the pavement!

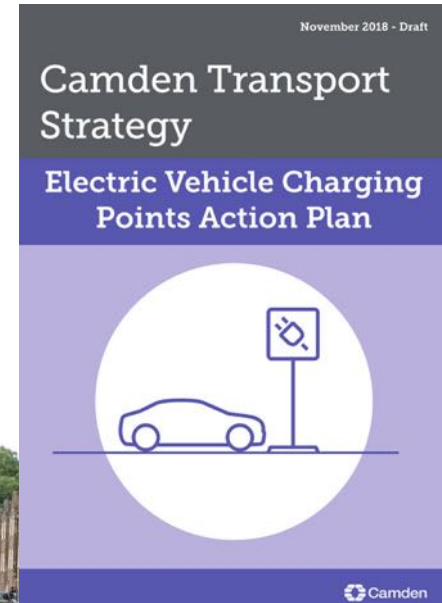


Charging points – on the pavement!



“Our towns and cities should be places where walking is the natural choice for local, everyday journeys.

Blocking up pavements with electric vehicle charging points flies in the face of that.”



What electric vehicles can't do

Space Required to Transport 48 People



Car



Electric Car



Autonomous Car

Source: Cycling Promotion Fund



How many cars do we need?

Three Revolutions in Urban Transportation

Business-as-Usual Scenario

20th Century Technology

Through 2050, we continue to use vehicles with internal combustion engines at an increased rate, and use transit and shared vehicles at the current rate, as population and income grow over time.



2 Revolutions (2R) Scenario

Electrification + Automation

We embrace more technology. Electric vehicles become common by 2030, and automated electric vehicles become dominant by 2040. However, we continue our current embrace of single-occupancy vehicles, with even more car travel than in the BAU.



3 Revolutions (3R) Scenario

Electrification + Automation + Sharing

We take the embrace of technology in the 2R scenario and then maximize the use of shared vehicle trips. By 2030, there is widespread ride sharing, increased transit performance—with on-demand availability—and strengthened infrastructure for walking and cycling, allowing maximum energy efficiency.



Number of Vehicles on the Road by 2050 = 250 million vehicles

2.1 billion

2.1 billion

0.5 billion

CO₂ Emissions by 2050 = 500 megatonnes of CO₂

4,600 megatonnes

1,700 megatonnes

700 megatonnes

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