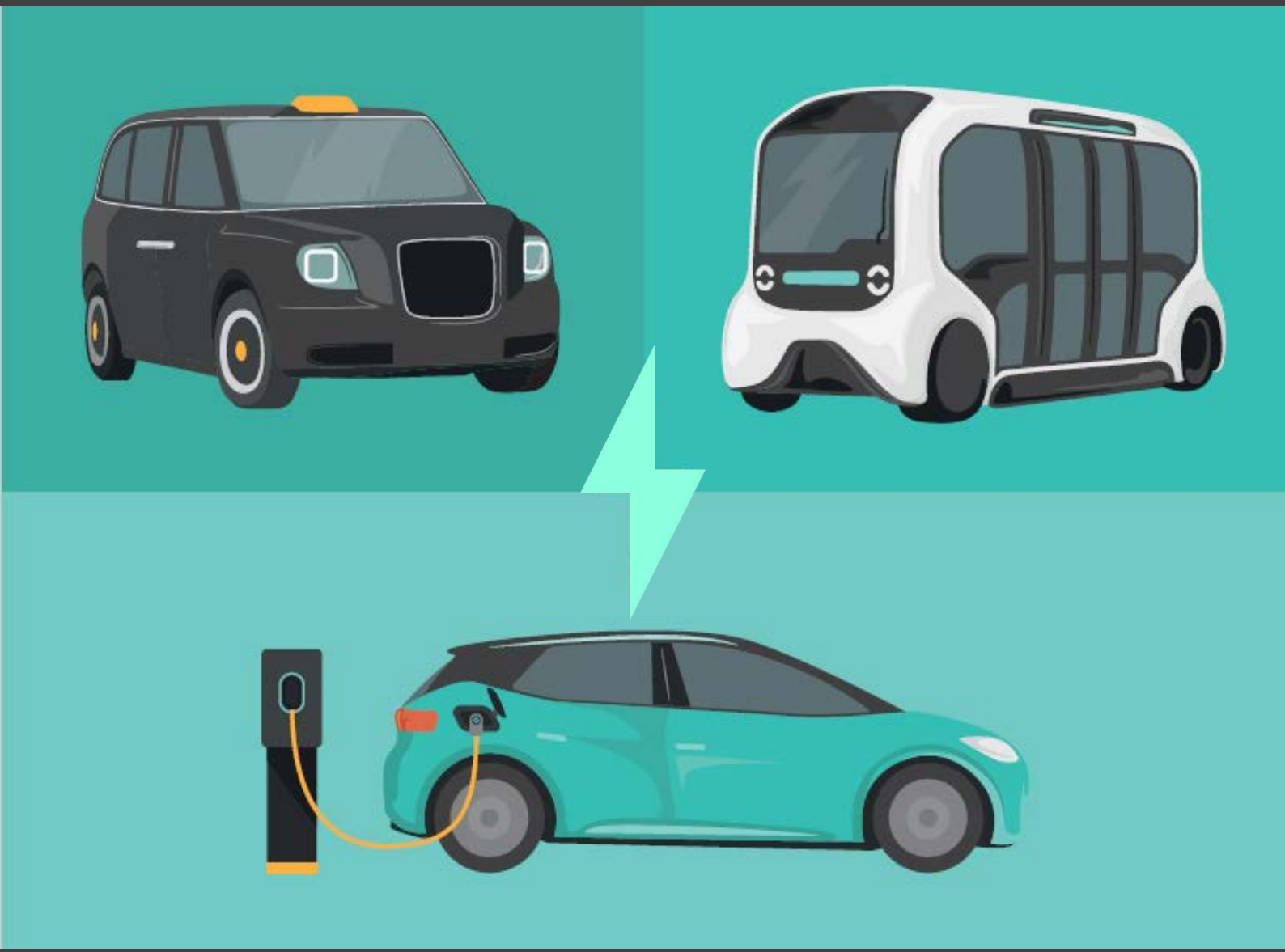
Going Electric

Solihull's Electric Vehicle Strategy

– Updated February 2025



UKCENTRAL SOLIHULL

Solihull METROPOLITAN BOROUGH COUNCIL

Foreword

The introduction of the Zero Emission Vehicle (ZEV) Mandate in 2024 set a clear direction of travel for the rapid transition to a future with lower carbon and less polluting transport.

Road traffic currently accounts for nearly 40% of the borough's overall greenhouse gas emissions, so making the switch to electric vehicles is going to be an essential part of our own journey towards net-zero. By accelerating the switch away from fossil fuelled vehicles we have an exciting opportunity to drive improvements in air quality that will benefit the health and economy of Solihull and, alongside future technologies and automation, radically change the way we travel.

Our Electric Vehicle (EV) strategy seeks to encourage the swift and wide adoption of EVs across the borough alongside the traffic reducing measures already identified in our Transport Strategy, Solihull Connected. It also looks at how we can help change people's perceptions of electric vehicles and what support we can give through local planning, licencing and regulations. Of course, we can't make this happen by ourselves but there are key actions that we can, and are, taking as a council that will make a real difference. We are already playing a key role in facilitating the roll out of much needed EV charging infrastructure, including on-street charging for those that can't charge at home. And we're on track to meet our target of 275 public charging spaces per 100,000 population by the end of 2025, with future targets and measures defined within our Going Electric Action Plan.

Solihull is leading the way on EV uptake in the West Midlands and is the ideal location for early investment in charging infrastructure. From innovative trials of connected autonomous shuttles, to rolling out hundreds of new public chargers, we are gearing up for an exciting shift towards a cleaner more efficient age of road transport.

Councillor Andy Mackiewicz

Cabinet Portfolio Holder for Climate Change and Planning

Councillor Ken Hawkins

Cabinet Portfolio Holder for Environment and Infrastructure

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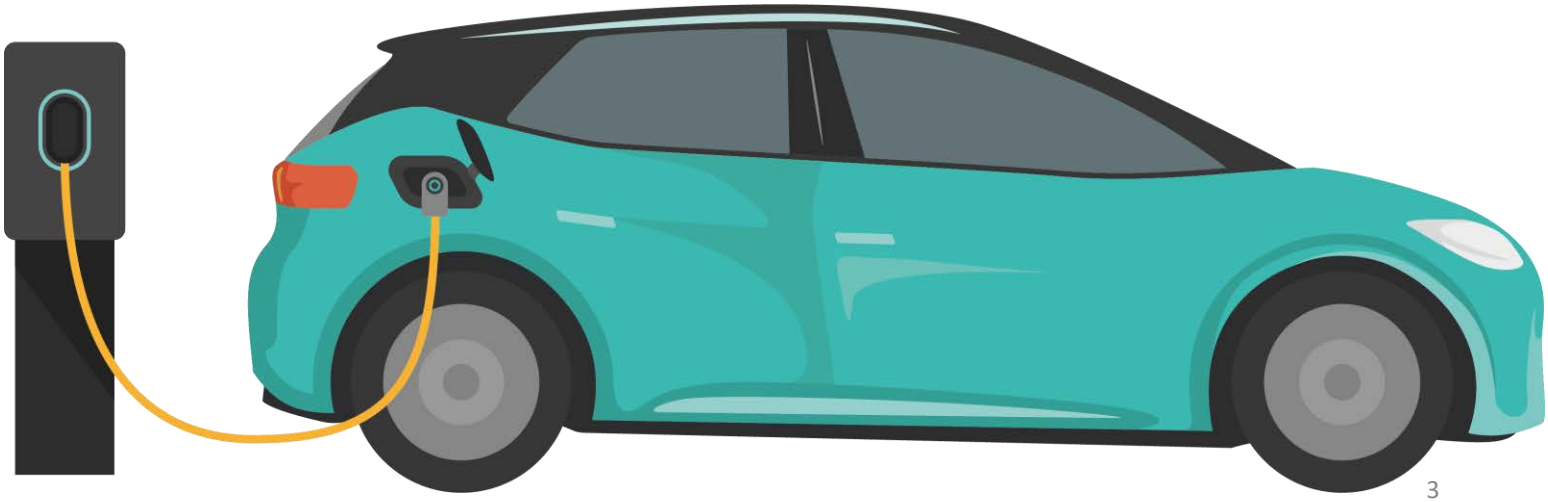
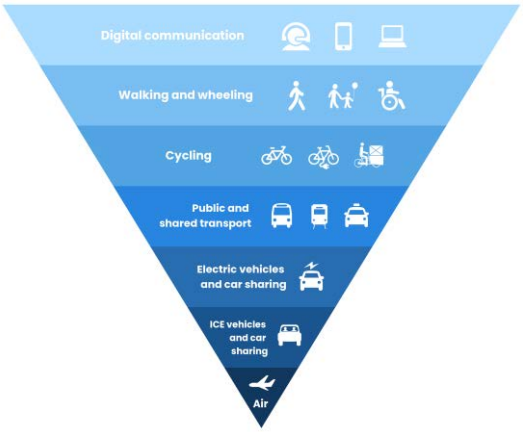


1. Introduction and Scope

"Going Electric" was first published in 2020, and updated in 2022, in response to the twin challenge of vehicle tailpipe emissions affecting local air quality and driving climate change.

The core aim of this strategy is to ensure that, when any fossil fuel powered vehicle owned or operated in Solihull is sold or scrapped, and for whatever reason needs replacing, it is replaced with a vehicle with zero harmful tailpipe emissions.



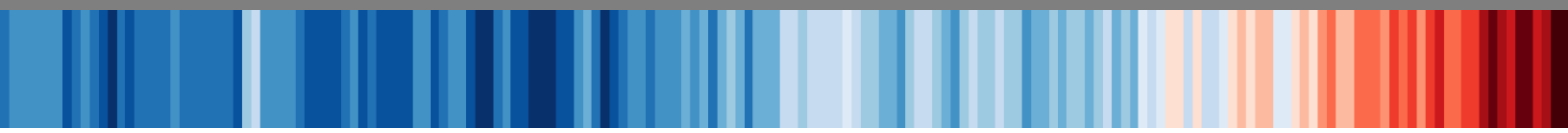
Solihull's Net Zero Action Plan identifies that more than a third of the borough's greenhouse gas (GHG) emissions come from roadgoing transport. Whilst we know that the best route to avoiding a significant proportion of these emissions is to encourage modal shift away from low occupancy vehicles in favour of active travel, public transport and travel avoidance, we know that some low occupancy methods of powered travel are likely to remain in high demand for the foreseeable future, and that we must do something now to avoid the associated emissions.

The market for powered vehicles is global and is dependent on changing external influences such as technology development, economies of scale and government policy, but it has become clearer than ever that, since this strategy was originally published, the electric vehicle (EV) is the most viable route to mass adoption of an alternative to fossil fuelled vehicles for the UK in the near term across most vehicle classes.

A long-term approach and continued commitment from the Council is required to support the development of the local EV market and to ensure that access to charging infrastructure is not a barrier to entry. We have therefore committed to regularly reviewing our EV Strategy whilst we're on the early part of the adoption curve and until at least 2030. The transition away from combustion engines is happening quickly and at an increasing rate, so we've separated the EV Action Plan out from this document and put it on our website to ensure that it is live and can be transparently updated as progress is made in between strategic reviews.

The scope of this strategy is therefore to address the transition of roadgoing transport within Solihull away from fossil fuels in the short term and through the next decade.

2. Background and Policy Context



"Global warming, reaching 1.5°C in the near-term, would cause unavoidable increases in multiple climate hazards and present multiple risks to ecosystems and humans….Near-term actions that limit global warming to close to 1.5°C would substantially reduce projected losses and damages" - IPCC Sixth Assessment Report, 2022.

2024 was the warmest year on record. The time to act on climate change is now!

UK Government has set a legally binding target to achieve Net Zero emissions of greenhouse gases by 2050, but it is clear that leaving action until then will exacerbate impacts, so we need to make significant reductions in emissions in the short term, not least in respect of roadgoing transport. Perhaps the greatest progress made by the UK so far has been in decarbonising the electricity supply where between 1990 and 2019, emissions fell by 44%. The new Government in 2024 pledged to accelerate clean power targets to largely decarbonise the grid by 2030.

In October 2019, the Council agreed a target to achieve Net Zero carbon emissions from the Council's own activities, buildings, transport, resources and waste by 2030, a commitment reaffirmed in the Solihull Net Zero Action Plan (NZAP).

The Council continues to leverage its position as a key enabler for decarbonisation, with all Council operations, including those subcontracted out for third party delivery, expected to be Net Zero in the same timeframe. As part of the NZAP and the Going Electric Action Plan, we're working to develop the rules and tools that will go beyond our own operations and extend to all services licensed or permitted by the authority.

Private vehicle usage represents the primary mode of travel across Solihull and accounts for a significantly higher proportion than the national average, with more than 75% of journeys to work undertaken using single-occupancy vehicles. This poses several challenges for Solihull, including high carbon emissions, increased air pollution, increasing levels of congestion and negative impacts on physical activity. Furthermore, the population of Solihull is expected to increase substantially over the coming years, with the Solihull Local Plan allocating sites for significant commercial and residential development, such as Arden Cross.

As well as challenges, the transition to ultra-low emission vehicles presents opportunities for Solihull and the wider region, with its rich transport and industrial heritage, to be at the heart of future mobility solutions, creating high quality green jobs and sustainable growth without compromising local air quality or losing our skilled electrical and automotive workforce.

[Warming Stripes graphic courtesy of showyourstripes.info, University of Reading]

3. Strategic Alignment and Objectives

Going Electric is designed to support Solihull's efforts to decarbonise transport, improve air quality and contribute to green economic growth.

Government set out the UK 2050 Net Zero Strategy in October 2021, and has subsequently published its Electric Vehicle Infrastructure Strategy and the Zero Emission Vehicle mandate.

The West Midlands has already gone further with a WMCA plan to achieve Net Zero across the region by 2041. WMCA is also developing an Infrastructure for Zero Emissions Vehicles Strategy which aims to ensure electric vehicles can charge whilst transiting across and through the region on the key road network.

Here within Solihull, this strategy sits alongside the Council's transport Strategy - Solihull Connected, the Solihull Net Zero Action Plan and Clean Air Strategy.

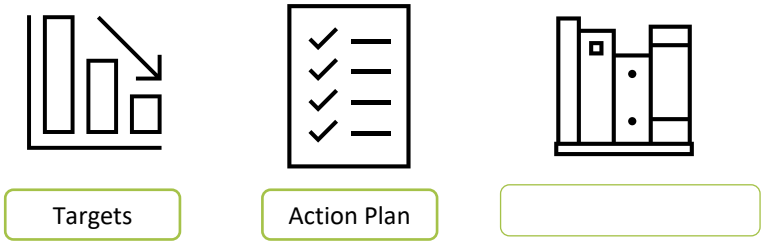
The electric vehicle infrastructure focus for Solihull is on charging at home, in the workplace, at destinations and on-street, to ensure vehicles can be charged at a speed appropriate to the desired dwell time and where it is most convenient without having to make a journey specifically for charging.

All of this comes within the context of the Council Plan and is managed in conjunction with the growth and development programmes being delivered through UK Central and the Urban Growth Company.

Our objectives:

- Air Quality – reduce hazardous pollutants originating from road vehicles that have severe impacts on residents' health
- Carbon Emissions - reduce greenhouse gas emissions from road vehicles that are contributing to climate change
- Economic Development – supporting local economic growth through job creation, reduced transportation costs and increased disposable income for residents as well as advancing the image and reputation of Solihull

More details on the Action Plan to deliver on these objectives, plus tools and guidance to support local residents and businesses can be found on our website.

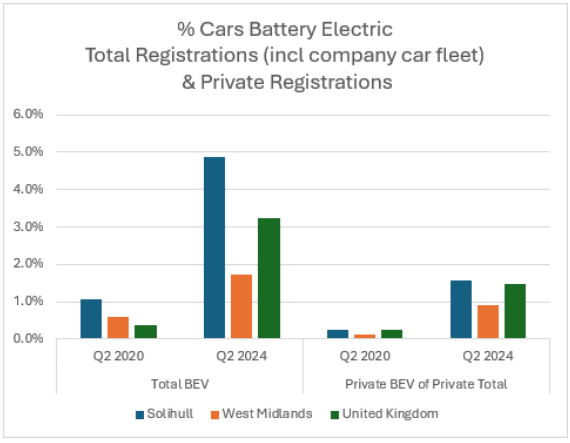


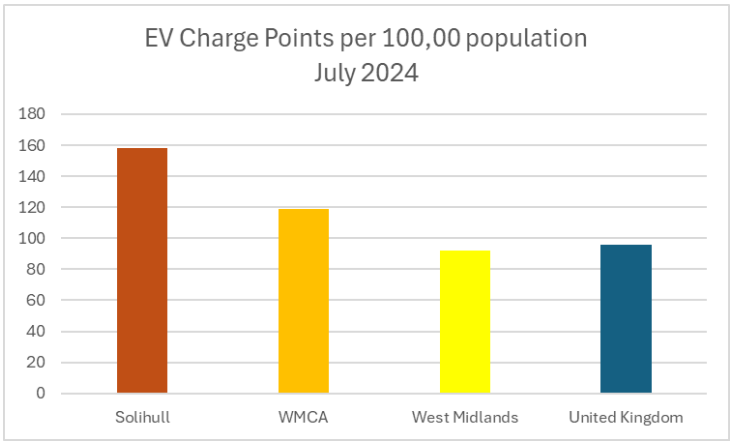
4. Electric Vehicle Growth Forecast

Sales of electric cars continue to increase year on year with more than one in five new cars sold in 2024 being pure battery electric according to the Society of Motor Manufacturers and Traders (SMMT).

Solihull had the highest proportion of EV ownership anywhere in the Midlands by the middle of 2024 and is forecast to stay ahead of the national EV adoption curve.

By 2030, our conservative modelling indicates that close to **40%** of all cars kept within the Borough will be BEVs, with estimates by the local Distribution Network Operator (DNO), and extrapolation of Department for Transport (DfT) data indicating this figure may exceed 50% in the same timeframe.





Whilst the transition to electric cars is well underway, and the developing second-hand market offers up increasingly affordable options, the market for electrified vans, trucks, buses and specialist vehicles is some way behind. Things have, however, recently started to change with an increasing breadth of choice in longer range battery electric vans and specialist vehicles.

By 2024 21% of the Council's own vehicle fleet was battery electric. And, with our core services contract partners also making the switch to electric, we're on track to see the majority of Council services operating only zero tailpipe emission vehicles ahead of our 2030 Net Zero target.

Trials and market available options for heavy plant and HGVs are seeing battery electric come out as operators' preferred option, which indicates that we'll likely start to see increasing numbers on the streets of Solihull and the UK more widely within the next decade.

5. Key Focus Areas

Firstly, it is important to acknowledge that simply switching from one vehicle powertrain to another will not achieve the broader Transport and Connectivity, Net Zero and Air Quality objectives that the Council intends to deliver. Modal shift away from single occupancy powered vehicles towards reduced or avoided travel, active travel and public and shared transport is the clear priority for the Council.

We do however accept that it simply isn't practicable to entirely redesign our way of life to eliminate the need for travel by powered means or deliver on modal shift for everyone within the timescales that the climate emergency requires.

This strategy identifies key areas where the Council will focus its efforts to encourage uptake of electric and other zero harmful tailpipe emission vehicles to accelerate the shift away from combustion as a means of powering transport.

The approach is based on helping to overcome identified barriers to EV uptake based on an understanding of the areas where the Council can achieve maximum impact.

Our key focus areas are:

- Charging Infrastructure
  - Home Charging
  - Workplace and Depot Charging
  - Public Charging
- Council Operations and Resources
- Communication, Advocacy and Outreach
- Public & Shared Transport
- Commercial, Industrial and Agricultural Vehicles
- Planning, Regulation and Guidance

5.1 Charging Infrastructure

5.1.1 – Home Charging

Various reports indicate that over 80% of EV charging happens at home, often overnight when cheaper electricity tariffs are available. A specialist overnight EV electricity tariff can save drivers with a home charger more than two thirds compared to charging during the day on a standard tariff. Landlords can now get support through the EV ChargePoint grant for landlords. Tenants in Solihull Community Housing properties can contact us via goingelectric@solihull.gov.uk to express an interest in having an EV charger installed.

Whilst the EV Homecharge Grant, which offered a significant discount on the cost of purchasing a home charger, may no longer be available, the whole life benefits of charging at home still far outweigh the upfront cost of installing a charger. Many dealerships and leasing companies now include the cost of a home charger in the vehicle purchase or lease price, and company car and van drivers may benefit from free installation through their employer.

Charging at home is, for most, the cheapest and easiest way to charge. With the typical range of a new EV now over 200 miles, and with the average driver covering around 125 miles per week, most cars will only need charging every few days. Over 10,000 homeowners with chargers have discovered that their home charger can help other EV drivers who can't plug in at home through plug-sharing services like Co Charger.

The Council does not currently permit trailing cables across public footpaths and verges for safety reasons. Innovative solutions to reduce the risk, such as cable gulleys and bollards fed from a home supply, are being trialled as alternatives to public charging for those without off-street parking.

Around 71% of homes in Solihull have the space to park off-street and could therefore enjoy the benefits that home-charging brings.

For those that can't charge at home or use a neighbour's charger, workplace or public charging may currently be the best solution.

5.1 Charging Infrastructure

5.1.2 – Workplace and Depot Charging

For those that can't charge at home, the workplace can be the next best solution. Employers offering workplace charging may be a more attractive option for existing and prospective employees as drivers increasingly go electric. We encourage employers across Solihull to install workplace charging wherever on-site parking is available to help reduce grey fleet emissions.

Workplace charging need not be expensive to install, with many charge point operators now offering a fully, or partially, funded solution for employers and fleet owners where the employer puts up either none or small proportion of the capital investment. Through the Workplace Charging Scheme up to £350 per charger installed can be claimed back from Government, and employers may be able to generate an income stream by offering workplace charging that is cheaper to use than public charging whilst still covering the cost of electricity supplied and associated operational and maintenance costs.

Many fleet operators, like Royal Mail (pictured), are already transitioning to fully electric vehicles and installing chargers across their depots and other workplace locations.

We encourage fleet operators operating in Solihull, or with drivers who live here, to make the transition to electric as soon as suitable vehicles are available (in most cases they already are), but also to install their own charging facilities where possible. Early engagement with the DNO and charging provider can help optimise for the needs of the fleet.

Operating an electrified fleet can pose real challenges. Data is the fleet managers friend, so services like Basemap's EVR Solution and other vehicle tracking and routing tools can help provide assurance that routes and duty cycles are planned with charging opportunities in mind to minimise downtime and coincide charging with visits back to base or rest stops.

For some fleet operators, charging at a depot or workplace simply isn't viable so other solutions may need to be adopted such as shared depot charging, where organisations charge vehicles at a shared depot through a charging space booking system to guarantee an available space when it's needed. Others may rely on the transit charging network, e.g., for longer routes or where vehicles operate 24/7 shifts and need the shortest charging time possible.

To help understand the Council's own workplace and depot charging needs, and to gauge the potential demand for shared charging depots, the Council has established a Workplace and Depot Charging Working Group.

5.1 Charging Infrastructure

5.1.3 – Public Charging

We can only achieve the aims of Going Electric if every vehicle has access to the right charging infrastructure. This means that public charging infrastructure is essential and that it must be accessible for all. We're working with charge point operators and landowners to ensure that public charging is safe, secure and accessible and can be used without the need for multiple apps and RFID cards. Wherever possible we'll require roaming payment methods or contactless with simple to understand user tariffs and no separate payment for parking.

Transit Charging

Transit charging keeps vehicles on the move on longer journeys providing under half hour charging speeds. Within the West Midlands transit charging sits strategically with the Combined Authority e.g., through EVCATS, but the Council plays a key local role in linking organisations together, planning and ensuring transit charging is appropriately located and complementary to other categories of charging.

Case Study – NEC EV Hub

"The hub's forecourt contains ultra-fast 150Kw DC chargers capable of charging 32 EVs at any one time, plus a solar canopy to generate electricity. A further 150 7kW chargers provide a convenient and affordable charge whilst parked for NEC and Resorts World visitors. Maximising on the locational benefits of the Campus, the hub is accessed via a new entrance from the main Campus through road, just off junction 6 of the M42 and close to the M6."

Destination Charging

Most vehicles spend most of the time parked. Up to 95% for many cars. That dwell time is the ideal time for charging, i.e., whilst the driver is doing something else. Destination car parking provides the opportunity to match desired dwell time with charging speed ensuring that car parks and nearby businesses achieve their desired turnover, and drivers get a charged car without making a trip specifically for charging.

Supermarkets, retail parks, pub chains and public car parks are already offering charging across the borough and the Council is working with charge point operator Qwello to install up to 500 destination chargers by 2026.

Nearby Charging

For those without off-street parking and for whom destination charging might not always be the right fit, nearby charging facilities will be required. Nearby chargers offer slower charging speeds suited to overnight charging at the lowest possible cost. They may be on-street, in recessed parking bays, communal parking areas or free local car parks and will typically be within a 5-minute walk of home. For those with mobility issues, they may be nearer still.

The Council had 44 on-street chargers in Q1 2022 and a further 18 nearby chargers located in car parks. Up to 1000 nearby chargers are set to be installed by 2030 to ensure every resident in Solihull has convenient and affordable access to EV charging facilities.

5.2 Council Operations and Resources

Most vehicles in the Council's fleet are leased rather than owned. We have found that the total operating cost for battery electric cars and small vans over a standard 5-year lease term is already comparable with or lower than petrol and diesel alternatives, even on our short duty cycles, and we've started making the switch to electric as leases expire, with around 20% of the core fleet electrified by mid 2023.

"The new van is great. It does everything we need …and is a big step forward from the old diesel van. The range is fine for our use and we're charging it one to two times a week overnight" – Fleet Driver, of our Highways Team's Toyota Proace City Electric van (pictured)

The market for medium and large vans, and for specialist vehicles, is lagging behind that for cars and small vans, with total operating costs assessed as not currently competitive over a 5-year lease term for the relatively low mileage covered by those vehicles in our fleet. Whilst the comparative cost and range of vans available has improved since 2022, the low mileage nature of many Council operational activities means that the switch to EV for some vehicles will happen later than planned, but still ahead of 2030.

Companies delivering services on behalf of the Council will be required to make the switch to zero tailpipe emissions vehicles as contracts are awarded and renewed, with all vehicles delivering Council services expected to emit 0g CO_2e/km by the end of 2030. This change has already started happening with the Parking Enforcement Team putting electric cars and mopeds into operation in 2022, making overnight use of Council owned chargers in the Town Centre car parks overnight.

Charging infrastructure is perhaps the greatest challenge for the Council fleet, with known power constraints at locations where vehicles are currently kept when not in use. Whilst some progress has been made, with several chargers already installed at the Council House and with more planned at Moat Lane Depot, we know we'll need to conduct a comprehensive analysis of future demand and supply requirements. Working with colleagues from Solihull Community Housing and other public sector organisations, the Workplace and Depot Charging Working Group continues to explore what our future charging demand is and how we'll cater for it at our own sites and through shared charging infrastructure.

Planning for and delivering the aims of this strategy requires specialist technical and commercial knowledge, so the Council aims to recover costs through a combination of cost savings, where our own electric vehicles cost less to run and maintain, revenue sharing from public charging on Council owned and operated land, and funding through the Department for Transport's Local Electric Vehicle Infrastructure resource funding allocation.

5.3 Communication, Advocacy and Outreach

Through surveys, events, information requests and the occasional complaint, we gain an insight into the challenges and frustrations that drivers continue to experience with their real and perceived experience of electric vehicles and charging infrastructure. Follow up conversations and site visits help us to put views into context and work with drivers, charge point operators and our own highways and planning teams to find solutions that make the transition to electric as easy as possible.

In addition to charge point requests, common views coming through from engagement are:

- The up front costs of new electric vehicles is too high
- Lack of information/understanding putting drivers/fleets off making the switch
- Lack of confidence in charging infrastructure & practicality of EVs
- Loss of parking spaces for non-EVs

Some respondents expressed concerns that EVs were no better or even worse than ICE vehicles for the environment.

Whilst modelling and monitoring gives the confidence that broadly the right volume and types of charge points are being deployed, there is nothing more valuable than direct feedback from residents and businesses to flag up where they'd like to see future charging infrastructure put in place. We encourage this through attendance at events, through surveys, using interactive tools, via the website and by email at goingelectric@solihull.gov.uk.

The range, cost and charging infrastructure supporting electric vehicles is improving rapidly. But we understand that EVs might not be the right for all drivers right now, so, its important that the Council has a continuing role in ensuring local advice and support is there for those who need it. There is an abundance of government and industry guidance available that dispels many of the misconceptions about EV's and guides drivers through the electrification journey and vehicle and charger funding available.

Much of the information we're asked about is readily available internally and is not commercially sensitive. Therefore, wherever practicable and relevant, responses are included in the FAQ section of our Electric Vehicles webpage.

Our Sustainable Travel team promote cleaner greener methods of travel for staff and the public. Recognising that savings can be made by moving to smaller lighter vehicles, in 2021/22 the Council partnered with Shirley based Silence Urban Mobility to offer electric moped trials. The Council continues to offer cycle training and trials of electrically assisted cycles.

Council Officers are also working in consultation with elected representatives to encourage EV uptake and understand the often very specific needs in different parts of the Borough, across Council departments through the Solihull EV Forum, and with businesses and other organisations through the Solihull Sustainability Visioning Group.

5.4 Public & Shared Transport

The Transport Decarbonisation Plan details the UK's strategic direction for decarbonising the transport sector. The paper details the intention to move mobility away from motor vehicles (irrespective of fuel propulsion system) firstly to active travel (e.g. cycling, scooting and walking) and secondly to public mass transit (e.g. bus, train and tram).

Minibuses within the Council's own fleet will be electric by 2030, and we're working with Network Rail, West Midlands Rail Executive and the rail operators to reduce emissions from trains passing through Solihull.

Whilst the Council does not control the bus decarbonisation strategy for the region, we continue to work with TfWM and the Enhanced Partnership to set a date for the requirement for all new buses licensed for operation in Solihull to be zero emission.

Building on the lessons learned from earlier deployments of the Council's own autonomous shuttle, as part of an exciting pilot, the SCALE (Solihull and Coventry Automated Links Evolution) project will see a fleet of three self-driving shuttles ferry passengers along a new 7km route linking up Birmingham International rail station, the NEC and Birmingham Business Park.

Through our Solihull Connected Transport Strategy the Council is working to ensure that transport is not only cleaner, but that congestion is reduced, places are better linked by public transport and active travel routes, and individual car ownership and use reduces.

With increased home-working looking set to stay after the pandemic, many drivers are reconsidering whether they need their own car at all. Through a number of partnerships, we're improving access to active travel options such as West Midlands Cycle Hire, public transport options including Sprint, and a breadth of shared transport options from Ring a Ride, car clubs, short term subscription and vehicle rental offerings, through to ride hailing apps, private hire vehicles and taxis. For all of these transport modes, battery electric options offer the easiest route to Net Zero.

There have never been more personal-car-free journey options to choose from. The future of travel may look very different to what we know today, and not just because it's been electrified!

5.5 Commercial, Industrial and Agricultural Vehicles

Electrification of specialist and heavy vehicles brings a very different set of challenges when compared with lighter road going vehicles.

Ships, boats, aeroplanes and trains are not within scope of this strategy but are each subject to significant scrutiny around their current and future emissions. These and other heavy vehicles may need to rely on advances in battery technology and ultra fast charging speeds to make smaller lighter battery packs the most viable route to emissions avoidance.

For vehicles with shorter duty cycles, or where proximity to a power source and recharging facilities is favourable, electrification is already winning out as the optimal solution.

Colleagues at Nottingham City Council have established a broad fleet of commercial vehicles over several years alongside the Nottingham Electric Vehicle Services (NEVS) centre which services not only Council fleet vehicles but privately owned vehicles too. Many of Nottingham's refuse collection routes are now served by electric refuse collection vehicles (RCVs) with staff reporting that the vehicles are less stressful to operate, complete routes up to 45 minutes quicker than an equivalent diesel RCV and return to depot with battery capacity to spare. Solihull's fleet of RCVs use renewable HVO fuel as an interim decarbonisation step and expect to shift to battery electric when next refreshed in the early 2030's.

Smaller industrial vehicles such as road sweepers and mini-diggers are already available and will feature in use across Council led projects and services in increasing numbers.

Heavier machines, and those that operate in remote settings can be more challenging to electrify. Derbyshire based JCB has developed a hydrogen combustion engine, which may solve at least the greenhouse gas emissions for larger plant if fuelled with green hydrogen produced by renewable electricity. With the construction activities around HS2 and the UK Central Hub set to endure and accelerate across the coming years the emissions from construction plant is a key area of focus that contractors will be expected to mitigate through new and existing contracts.

With over half the borough in a rural setting, eliminating the emissions from farming and land management is another important challenge, and one which the Council aims to support. Whilst some plant operators, hauliers and farmers have already embraced the introduction of recycled and biofuels, these will not provide the level of emissions avoidance needed in the medium and long term. Due to the nature of its niche applications, the market for agricultural vehicles is likely to benefit from developments brought about through other vehicle types, rather than advancing swiftly as a category in its own right, although electric tractors and loaders are an increasingly common sight.

The Council is exploring opportunities to work with industry, agriculture and academia to advance zero emission technologies across all road and off-road applications.

5.6 Planning, Regulation and Guidance

Planning permission is typically not required for the installation of a wall mounted electrical outlet for recharging of electric vehicles if the area is lawfully used for off–street parking. Subject to some further rules, the same applies for outlets mounted on a pedestal or post.

This typically means that if you have, or can construct a driveway, car park or garage then chargers may be installed under permitted development rights provided the regulations and guidance applied as a result of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) are followed.

Regulations came into effect in June 2022 which require new chargers to have smart functionality, allowing the charging of an electric vehicle when there is less demand on the grid, or when more renewable electricity is available. The regulations also ensure that charge points meet certain device-level requirements, enabling a minimum level of access, security and information for consumers.

Also in effect from June 2022 are the requirements of Approved Document S under the Building Regulations 2010 which sets out the requirements for electric vehicle charging for new buildings, major renovation works and relevant building work on existing buildings.

Approved Document S sets out the number of charging spaces that must be provided for new developments. Where it is established that dedicated charging cannot reasonably be provided for each individual dwelling / building shared or public charging may be required. The Council will ensure that the requirements of the regulations are applied, as appropriate, to all developments and masterplans to ensure the future housing stock is ready for an electrified transport future.

In addition to the rules set at a national level the Council has produced Supplementary Planning Documents and Guidance which include for the installation of electric vehicle charge points and enabling infrastructure.

For homes with no off-street parking, cross pavement cable management equipment may offer a solution that enables residents to benefit from cheaper home charging tariffs. The Council is reviewing the planning, safety, liability and commercial implications to inform local policy in this area.

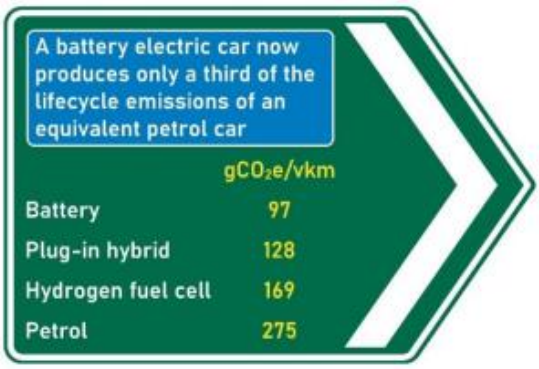
Current local Planning and Building Control policies, documents and guidance can be accessed via the Solihull.gov.uk website.

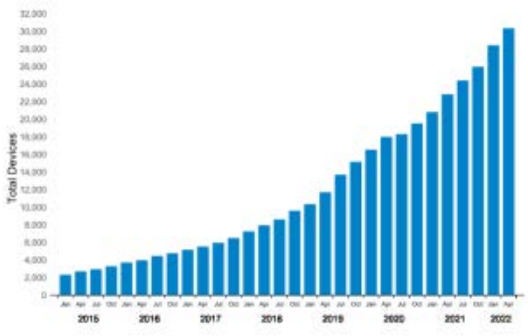
6. Keep Going Electric

When we launched 'Going Electric' in 2020, the future of zero emission transport still seemed hard to grasp. Would the cars of the future have batteries or fuel cells, or would we still be burning fuels, perhaps green hydrogen or carbon neutral synthetic fuels, to keep us moving?

The direction of travel is much clearer now. We know that battery electric vehicles will dominate the car and van market in the UK for years to come, although there may still be a role for hydrogen and synthetic fuels in niche applications.

There are still many common misconceptions about EV's which the Government have fact checked and published a Q&A guide to address.





Growth in UK public charging devices since 2015. Source: DfT statistics

The market for alternative power trains for heavier vehicles now also seems to be coalescing around battery electric as the most credible future option for the all but niche applications. The recharging network will need to grow and deliver up to Megawatt levels of charging to meet the demands of the next generation of trucks, coaches and specialist commercial vehicles.

We encourage the trialling and commercial roll out of zero emissions vehicles and their associated infrastructure within Solihull and the wider region including alternative fuels, on-site energy production and on-street running of novel and autonomous prototypes.

Whether you're a local resident or business, a public sector organisation or just transiting through Solihull by train or on the key road network, we're working to ensure that regardless of your mode of transport, it should be emission free as soon as possible and by 2041 at the very latest.

You can keep up to date with our progress against the Going Electric Action Plan here Electric Vehicle Strategy (solihull.gov.uk)

And you can contact us at goingelectric@solihull.gov.uk for impartial advice and support on your Going Electric journey.

We'll update this strategy and associated information at planned intervals until at least our 2030 EV planning horizon, by which time we hope the market will be so well established that we won't need it anymore!

7. References & Links

Page 1	Solihull EV Strategy landing page - https://www.solihull.gov.uk/About-the-Council/Electric-Vehicle-Strategy Front cover design © SMBC
Page 2	Road to Net Zero - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf Image "Cllr Andy Mackiewicz" - courtesy of SMBC Image "Cllr Ken Hawkins" - courtesy of SMBC
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