

COUNCIL MEETING

17 OCTOBER 2019

ITEM 11

**ITEM 11 – NOTICES OF MOTION FROM MEMBERS OF THE COUNCIL UNDER
STANDING ORDER 15**

MOTION FROM COUNCILLOR J. SOHI

Motion A attached

MOTION FROM COUNCILLOR R. KING:

Motion B attached

MOTION FROM COUNCILLOR A. NEATHEY:

Motion C attached

MOTION FROM COUNCILLOR S. WHYTE:

Motion D attached

MOTION A - SUBMITTED BY CLLR J SOHI

'Heathrow Airport and the CAA (Civil Aviation Authority) are proposing its biggest changes to flight paths since it opened and it will have a direct impact on residents of Runnymede.

In particular, the flight paths are being focused over Englefield Green, Egham, Thorpe and Virginia Water, causing noise disturbance to residents with little respite. Alongside this, Heathrow expansion means there will be minimum 54% more flight movements to 740,000 or more per year. There is discussion of concentration for flight paths using new technology that enable this to happen, in fact are a prerequisite for expansion, which means residents will suffer significantly rather than using a system of dispersion and providing periods of respite. We want to ensure there is dispersion of flight paths so that one area is not suffering the brunt of noise pollution. This motion is to ask officers to start engaging with the Department for Transport, the CAA and any other relevant bodies to ensure our concerns are recognised, that there is a strong case put forward to avoid parts of our Borough taking the direct brunt of flight paths and to make our case for dispersion.'

MOTION B – SUBMITTED BY CLLR R KING

Labour and Coop motion: Declaration of a climate emergency and climate change targets

Motivation:

This motion is being brought forward by Labour and Cooperative parties with support of Liberal Democratic Party because we believe that we are facing an imminent climate emergency. We may have as little as 12 years to avoid the catastrophe, making it the most pressing global issue. This Council has the opportunity to be one of the local authorities leading the way in tackling the issue.

This Council notes:

1. Humans have already caused irreversible climate change, the impacts of which are being felt around the world. Global temperatures have already increased by 1 degree Celsius from pre-industrial levels. Atmospheric CO2 levels are above 400 parts per million (ppm). This far exceeds the 350 ppm deemed to be a safe level for humanity.
2. To reduce the chance of runaway Global Warming and limit the effects of a Climate Breakdown, it is imperative that we as a species reduce our CO2eq (carbon equivalent) emissions from their current 6.5 tonnes per person per year to less than 2 tonnes as soon as possible.
3. Recent reports from the United Nations have revealed that there are just 12 years left to limit global warming and that a mass extinction of species is already underway.
4. The IPCC's Special Report on Global Warming of 1.5°C, describes the enormous harm that a 2°C rise is likely to cause compared to a 1.5°C rise, and told us that limiting Global Warming to 1.5°C may still be possible with ambitious action from national and sub-national authorities, civil society, the private sector, indigenous peoples and local communities.
5. Unfortunately, our current plans and actions are not enough. The world is on track to overshoot the Paris Agreement's 1.5°C limit before 2050.
6. Individuals cannot be expected to make this reduction on their own. Society needs to change its laws, taxation, infrastructure, etc., to make low carbon living easier and the new norm.
7. Councils, of all Political colours, around the UK are responding by declaring a 'Climate Emergency' and committing resources to address this emergency.
8. The Conservative Government has wisely built on the achievements of the Labour Climate Change Act by bringing forward carbon neutrality to 2050. However, many believe that the 2050 target is insufficient.
9. In SNP controlled Scotland, the target has been moved forward to 2045 and in Labour controlled Manchester it has been brought forward to 2035 as a target for the council's activities.
10. The Green Minority group in Brighton have campaigned for a target of 2030 for the council's activities.

This Council believes that:

1. All governments (national, regional and local) have a duty to limit the negative impacts of Climate Breakdown, and local governments that recognise this should not wait for their national governments to change their policies. It is important for the residents that we commit to carbon neutrality as quickly as possible.
2. The consequences of global temperature rising above 1.5°C are so severe that preventing this from happening must be humanity's number one priority.
3. Bold climate action can deliver economic benefits in terms of new jobs, economic savings and market opportunities (as well as improved well-being for people worldwide).
4. This Council is ambitious to be the best in class on all issues that matter to the interests of our residents including climate change.

Therefore, this Council resolves that:

The Environment Committee form a report and recommendation for full council (and any other relevant committees). This report should consider the following plan of action:

1. Declare a 'Climate Emergency'
2. Set up or purchase market and information monitoring tools that allow reasonable estimates of the carbon emissions of all economic and social activity regardless of sector within the borough.
3. Set a target to make Runnymede Borough Council carbon neutral by 2025, taking into account both production and consumption emissions.
4. Set a target to make the whole of the borough, including all economic and social activity regardless of sector, carbon neutral from a production and energy consumption (including transport) point of view by 2030.
5. Call on Westminster to provide the powers and resources to make the 2030 target easier to achieve.
6. Instruct the Constitutional and Legislative MWG to explore ways the Sustainable Communities Act could be used to support RBC carbon emissions reduction targets.
7. Work with other councils and the government to determine and implement best practice methods to limit Global Warming to less than 1.5°C. Continue to work with partners across the region to deliver this new goal through all relevant strategies and plans.
8. To set up a specific climate change and carbon reduction MWG and require all service committees to be presented with policies and plans to deliver against these targets within 6 months.
9. Produce a report for next council on the level of investment in fossil fuel and carbon intensive industry of our pension plan and other investments.
10. Embed climate change targets into the council's future investment plans.

11. Embed climate change objectives into planning policy.
12. Report by annual council 2020 a costed action plan to get to targets set out above
13. Report to council annually with the current situation and plans the council will take to address this emergency.
14. Aspire for national recognition as having the most ambitious and comprehensive climate change targets, plans and accountability structures of any branch of local government in England and Wales.

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2. World Resources Institute: <https://www.wri.org/blog/2018/10/8-things-you-need-know-about-ipcc-15-c-report>
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4. Including US cities Berkeley: <https://www.theclimatemobilization.org/blog/2018/6/13/berkeley-unanimously-declaresclimate-emergency>
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and the C40 cities: <https://www.c40.org/other/deadline-2020>
5. Scope 1, 2 and 3 of the Greenhouse Gas Protocol explained:
<https://www.carbontrust.com/resources/faqs/services/scope-3-indirect-carbon-emissions>
6. <https://www.climateemergency.uk/blog/list-of-councils/>

MOTION C – SUBMITTED BY CLLR NEATHEY

Labour and Coop motion: Supporting Municipal and Community Energy (Strategy)

Motivation:

This motion is being proposed and seconded by the Labour and Co-operative parties with support of Liberal Democratic party because we believe that we are facing an imminent climate emergency. We also believe that the council's large investment portfolio may be better directed toward clean energy assets. Finally, we believe the green energy revolution can be used as an opportunity to redistribute wealth and power to our residents and away from large corporate interests.

This Council notes:

- Humans have already caused irreversible climate change, the impacts of which are being felt around the world. Global temperatures have already increased by 1 degree Celsius from pre-industrial levels. Atmospheric CO2 levels are above 400 parts per million (ppm). This far exceeds the 350ppm deemed to be a safe level for humanity.
- Recent reports from the United Nations have revealed that there are just 12 years left to limit global warming and that a mass extinction of species is now underway.
- Individuals cannot be expected to make this reduction on their own. Society needs to change its laws, taxation, infrastructure, etc., to make low carbon living easier and the new norm.
- Renewable will be the cheapest form of energy in nearly every country by the mid 2020s.
- International Renewable Energy Agency report highlights that: Onshore wind and solar PV power are now frequently less expensive than any fossil-fuel option, without government subsidy. New solar and wind installations will increasingly undercut even the operating-only costs of existing coal-fired plants.
 - Renewable Investment funds such as Next Energy Solar Fund and The Renewables Infrastructure Group are providing yields of over 5%.
- Solar is one of the best energy technologies for generating revenue in the UK
 - Solar works well in Britain - solar panels in the South of England generate 65% of the power they would in central Spain.
 - For every 5 megawatts (MW) installed, a solar farm will power over 1,500 homes annually (based on an average annual consumption of 3,300 kWh of electricity for a house) and save 2,150 tonnes of CO2. Approximately 25 acres of land are required for every 5MW of installation.
 - Solar farms may have dual purpose usage with sheep or other animals grazing between rows and can help to support biodiversity by allowing small animals access to otherwise fenced-off land, with bird and insect fodder plants and wildflowers sown around the modules.
 - There is no by-product or waste generated, except during manufacturing or dismantling.
 - They have lower visual and environmental impacts than other forms of power generation.
 - Solar installation has been rapidly dropping in price.
- Some large corporate campuses in urban areas are powered predominantly by renewables. This includes Sky in Osterley which is powered by a single wind turbine.
- Community energy groups can invest in or set up their own solar farms. Even without the feed-in tariff (FIT) larger projects can produce roughly 5% (roof top solar since the end of the FIT currently makes less).
 - There are more than 200 energy co-ops in the UK.
 - Energy co-operatives can have a role in building neighbourhoods and community.
 - Co-operatives across the UK look after projects as diverse as solar, wind, hydro and district heating.

- Gridserve and Warrington Borough Council (WBC) have completed the funding of a landmark solar deal which will make Warrington the first local authority to produce all its own electricity from clean energy.
- Oxford City Council has set up OxFutures funded by the EU Regional Development Fund. OxFutures provides grants to support the development of innovative energy efficiency and renewable projects. It also runs a Low Carbon Hub to marshal private investment into these projects.
- Gateshead Council has set up a 'private wires' Decentralised Energy Network for its town centre. They guarantee, through long term contracts, to provide below market rate energy generated by efficient gas Combined Heat Power (CHP) units. These units also provide a district heating system to 6 public buildings, 6 commercial buildings and 350 domestic properties.
- Bristol City Council set up Bristol Energy in 2015
 - Bristol Energy has made sufficient profit that £12,000,000 of profit has been reinvested into local public services.
 - Bristol Energy operates nationally and is competitive with the big 6.
 - Bristol Energy provides a heavily discounted, not for profit energy tariff to Bristol residents.
- Nottingham City Council have set up Robinhood Energy as a national not for profit energy company.
- RBC already own a district heating system in Addlestone One.
- As recently as 2017, 7.8% of households in Runnymede met the definition of fuel poverty. (Defined as 'more than 10 per cent of income on fuel to maintain an adequate standard of warmth').
- A Co-operative is not necessarily a legal structure but a business that follows the Rochdale principles:
 - Voluntary and open membership
 - Democratic member control
 - Economic participation by members
 - Autonomy and independence
 - Education, training and information
 - Cooperation among co-operatives
 - Concern for community
- Somerset rules are a set of rules for use in multi stakeholder co-operatives

This Council believes that:

- All governments (national, regional and local) have a duty to limit the negative impacts of climate breakdown, and local governments that recognise this should not wait for their national governments to change their policies. It is important for the residents that we commit to carbon neutrality as quickly as possible.
- Bold climate action can deliver economic benefits in terms of new jobs, economic savings and market opportunities.
- Expanding or reinvesting the Council's current investment funds into renewable energy would be both a practical investment choice and assist the Council's green agenda.
- That it is desirable for all the Council's energy needs to be met by renewable energy.
- That the Council has a role in assisting as many neighbourhoods as possible in transitioning to zero carbon power.
- That the Council could have a role in assisting the development of the co-operative economy in Runnymede.
- That no one in Runnymede should have to live in fuel poverty.
- That the Council can use municipal enterprises as a way to enhance the lives of our residents whilst making a surplus to reinvest.

Therefore, this Council resolves that:

The Corporate Management Committee form a report and recommendation for full council which considers the following plan of action:

- Set up a municipal energy company called 'Magna Carta Energy'.
 - This energy company should purchase energy for retail produced from renewables.
 - Retail energy for profit to national consumers.
 - Retail energy as close to not for profit as possible to residents and businesses in Runnymede.
 - Use profits initially to reinvest in zero carbon transition and to support those in fuel poverty within Runnymede.
 - Any long-term profits can be used as the Council sees fit.
 - Provide residents identified as being in fuel poverty with a voucher for 'Magna Carta Energy'.
- Divest from some commercial property assets OR leverage further in order to set up the 'RBC renewable investment fund'. Invest in large scale renewable projects such as solar farms, wind turbines or hydro either within or outside of Runnymede.
 - Aim for profit margins of 5%.
 - Reinvest Profits made into both zero-carbon transition and other services as seen fit by the Council.
 - If it is economical to do so, sell the majority of energy to Magna Carta Energy through long term contracts.
 - Aim to invest in solar farms on land that is managed in such a way to enhance biodiversity and/or has other sustainable uses.
 - Review planning policy to maximise the opportunity for large scale renewable projects in Runnymede.
 - Set a longer-term target (to be determined by committee) to generate the equivalent of the whole of the borough's estimated energy consumption through renewable energy.
- Retrofit the Council's property portfolio so that it is compatible with zero carbon targets
 - Review all commercial property and retrofit renewable energy microgeneration solutions.
 - Review all council housing for energy efficiency and retrofit with insulation, ground source heat pumps and microgeneration solutions.
 - Ensure all council properties are adequately insulated.
 - Ensure all new RBC led developments have district heating systems and decentralised energy networks powered by renewables and/or high efficiency CHP units.
 - In mixed developments, seed fund from the RBC Renewable Investment Fund in to co-operative's that will own and operate microgeneration, decentralised energy networks and district heating assets on behalf of the residents of those developments.
- Set up a 'Runnymede Community Energy Development Hub'
 - Set up Hub as a multi stakeholder (secondary) Co-operative using 'Somerset Rules'.
 - RBC Renewable Investment Fund will be the first class of member (stakeholder)
 - Each of the local community energy co-operatives collectively will form the second class of member (stakeholder)

- Magna Carta Energy or any other energy retailers will form the third class of member (stakeholder)
 - Hub will initially provide advice and expertise to any group wishing to set up community energy projects in Runnymede.
 - Once solar panel costs have fallen to the point where small-scale installations are profitable using the smart export tariffs, move to a model of actively organising neighbourhoods to set up or join a community energy co-operative.
 - Co-ops supported can also be delivering district heating systems and decentralised energy networks.
 - Hub will facilitate community share offerings.
 - Hub will identify and support community energy projects that could be supported by additional investment or loans from the RBC Renewable Investment Fund.
 - For a fee, Hub would provide ongoing administrative services to any co-operative that is a member
- Ensure planning policy is designed with a strong bias towards microgeneration, ground source heat pumps and district heating systems.
 - Ensure Community Energy Development Hub is engaged with all new developments.
 - Consider how Section 106 and/or Community infrastructure levy can be used to support renewable investment to compensate for the carbon costs of new developments.
- Recruit a multi skilled team that specialise in each of the areas required to deliver this plan.
- Identify an ecosystem of potential suppliers of services, products and technology to be contracted to deliver this plan.

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MOTION D – SUBMITTED BY CLLR S WHYTE

Liberal Democrat and Labour motion: Moving Runnymede on from the internal combustion engine (strategy)

Motivation:

This motion is being proposed by the Liberal Democrats and seconded by the Labour and Co-operative parties because we believe that we are facing an imminent climate emergency. We also believe that internal combustion engine (ICE) powered vehicles are a major contributor to carbon emissions. This motion aims to strategically address this issue and guide Runnymede as a borough away from ICE vehicles to electric vehicles (EV).

This Council notes:

- Humans have already caused irreversible climate change, the impacts of which are being felt around the world. Global temperatures have already increased by 1 degree Celsius from pre-industrial levels. Atmospheric CO2 levels are above 400 parts per million (ppm). This far exceeds the 350ppm deemed to be a safe level for humanity.
- Recent reports from the United Nations have revealed that there are just 12 years left to limit global warming and that a mass extinction of species is now underway.
- Individuals cannot be expected to make this reduction on their own. Society needs to change its laws, taxation, infrastructure, etc., to make low carbon living easier and the new norm.
- Road transport accounts for 33% of all UK carbon emissions.
- The government has set a target of 2040 to end the sale of internal combustion engine cars.
 - This target is considered insufficient by the Climate Change Committee.
- Overall nearly 29,000 charging points are needed across Great Britain by 2030 to meet future EV charging needs. Around 85% of these are fast (22kW) or rapid (43+kW) chargers.
- Charging points can be thought of in two categories for planning purposes
 - “Active” - “An actual socket connected to the electrical supply system that vehicle owners can plug their vehicle into”.
 - “Passive” - “The network of cables and power supply necessary so that at a future date a socket can be added easily”.
- There is currently no national planning guidance for charging points, but the London plan and Edinburgh design guide are often used as templates.
 - The London Plan acts as the overarching planning guidance for the 32 individual London boroughs. Since 2011 the London Plan has provided a definition of “active” and “passive” provision of chargepoints in different development types. The London Plan requires any developments or major refurbishments that require planning to provide the following.

Parking for	Percentage of bays with “active” chargepoint provision	Percentage of bays with “passive” chargepoint provision
Residential development	20%	20%
Retail development	10%	10%
Employment uses	20%	10%

- The next most established regulation on the provision of charging infrastructure is Edinburgh City Council's "Edinburgh Design Guide" (2017), which calls for the following:

Parking for	Percentage of bays with "active" chargepoint provision	Percentage of bays with "passive" chargepoint provision
Individual house	0%	100%
Residential development with 10+ spaces	20%	0%
Non-residential development with 10+ spaces	20%	0%

- Also note that the Edinburgh Design Guide requires rapid charging (50kW) provision for all non-residential developments with 10+ spaces. With each 50kW unit costing circa 30x the cheapest 7kW unit, this measure is controversial, particularly for smaller developments.
- Dundee city council opened its latest set of 20 fast-charging bays on top of a city centre multi-storey car park this month – largely powered by solar panels. The city is by far the most advanced in the UK in switching to electric vehicles, with 20% of local taxis already entirely electric and they are on track to get to 15% of all vehicles in the near future
- "range anxiety" has largely been conquered. The first Nissan Leaf batteries took you about 80-85 miles without needing a charge; the latest ones do 150 miles. The new Kia e-Niro family car manages 300 miles, while at the Frankfurt Motor Show, Mercedes was showing off its Vision EQS model with a "comfortable" range of 435 miles.
 - the average car journey in the UK is just 10 miles, according to the RAC
- RBC has an extensive fleet of ICE vehicles and so this is likely to be one of the main areas that contributes to carbon emissions for the council.
- Norway's National Transport Plan sets a goal for all new urban and commercial vehicles to be zero emission by 2025.
 - They are currently on track to come in a year ahead of this target
 - 10% of all of their road capacity is already EV
 - They are doubling EV road capacity every year
 - The Government of Norway is developing incentives to trade in ICE vehicles for EV
 - The current government has stated that they hope to be completely ICE free by the early 2030s
- A Co-operative is not necessarily a legal structure but a business that follows the Rochdale principles
 - Voluntary and open membership
 - Democratic member control
 - Economic participation by members
 - Autonomy and independence
 - Education, training and information
 - Cooperation among co-operatives
 - Concern for community
- Somerset rules are a set of rules for use in multi stakeholder co-operatives

This Council believes that:

- All governments (national, regional and local) have a duty to limit the negative impacts of climate breakdown, and local governments that recognise this should not wait for their national governments to change their policies. It is important for the residents that we commit to carbon neutrality as quickly as possible.
- Bold climate action can deliver economic benefits in terms of new jobs, economic savings and market opportunities.
- That the council could have a role in assisting the development of the co-operative economy in Runnymede.
- That the council can use municipal enterprises as a way to enhance the lives of our residents whilst making a surplus to reinvest.
- The Council should lead by example and replace all of its ICE vehicles with EV.
- The Council should help facilitate and encourage the rest of the borough to switch its vehicles for EV.
- The 2040 target is vastly insufficient.

Therefore, this Council resolves that:

The Environment & Sustainability Committee form a report and recommendation for full council (and any other relevant committees). This report should consider the following plan of action:

- Set up and spin out of RBC a multi stakeholder co-operative charging company.
 - The first group of stake holders would be municipal funders, RBC and any other local authorities willing to participate.
 - The second group would be any charging point hosts (any one who wants a public charging point on their property).
 - The third would be individual members who use the network to charge their EV.
 - The co-op will be set up using the multi stakeholder 'Somerset Rules'
 - As with all multi stakeholder co-operatives, it will be one member one vote structured within each of the stakeholder groups.
 - RBC (and any other interested local authorities) will purchase community shares in the co-op that will have a maximum dividend of 5%. These shares will be purchased back by the co-operative as and when it is able to do so.
 - The exact business model will be developed by the directors of the co-operative:
 - but is likely to be based on an individual consumer having a membership and charging structure similar to that of Source London.
 - Organisations that host charging points may be expected to pay some or all of the charging point installation cost in exchange for a revenue share from the charging point.
 - Local Authorities (including RBC) should seek to enter into larger contracts for charging points that allow for cross subsidy to ensure on-street charging is available in all neighbourhoods.
 - Once seed capital has been purchased back, any surpluses can either be invested into ensuring that charging is as cheap as possible or into expanding the network.
 - In the long run, the lack of need to make significant profit will give it a commercial advantage.

- All electricity will be purchased from renewables and from local community or municipal sources if possible.
- RBC will aim to have replaced all ICE vehicles within its fleet with electric vehicles by 2025 at the latest.
 - Existing vehicles can be sold on to other organisations until 2030 at which point any remaining in RBC’s possession will be decommissioned.
 - RBC will look to open its EV purchasing plan up to other ‘anchor institutions’ in the borough including the university, hospital and large businesses. This is to both encourage wider EV use and to gain economies of scale.
 - RBC will write into post-2025 supplier contracts a need for them to use EV
- RBC will adjust licencing requirements for private hire vehicles to significantly incentivise EV use pre-2030, at which point it will make it a requirement that all private hire vehicles are EV.
- RBC will replace all existing car club contracts with EV only contracts by 2025.
 - RBC will consider using existing car club co-operatives such as Co-wheels who have entered into other electric-only deals with other local authorities.
- RBC will provide targeted grants to low income families to exchange their high emissions ICE vehicles for EV.
 - This will be funded from any profits made from the community shares invested in the charging co-operative proposed above.
- Implement through supplementary planning regulation as soon as possible standards based on an enhanced London and Edinburgh standard .

Parking for	Percentage of bays with “active” chargepoint provision	Percentage of bays with “passive” chargepoint provision
Individual house	100%	100%
Residential development with 5+ spaces	30%	100%
Non-residential development with 5+ spaces	30%	20%

requires rapid charging (50kW) provision for all non-residential developments with 10+ spaces

- Ensure all RBC controlled car parks are retrofitted by the charging co-operative to meet at least the standard for new developments
 - Provide a discount for EVs in RBC controlled parking. The amount can be decided by the committee based on the economic needs of RBC.
- Ensure all developments led by RBC are an example to other developers and are well ahead of the proposed aggressive planning policy.
 - Ensure all RBC led residential developments have 100% active charging provision
 - Ensure all non-residential developments led by RBC exceed proposed planning policy for active charging and are above 80% for passive charging provision
- Write KPIs and targets in to the Community Transport Plans to reduce ICE journeys by community groups, public and private sector (once fleet has switched to EV).
- Additional spending will be required to deliver this plan.
 - This revenue should be raised by expanding RBC current policy of investing capital through borrowing in order to raise revenue.
 - This can continue to be through commercial property assets or more appropriately using other investment strategies to facilitate a transition to zero carbon

- Heathrow is currently providing large amounts of grant funding. Given the airport expansion will increase air pollution, it is not unreasonable to apply for funding from them to improve our air quality by moving away from ICE cars.

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