

**In North Herts District transport generates 43% of CO2 emissions I'd like to talk to you today about how that can be reduced quickly, easily and cheaply.**

1. There are two existing laws prohibiting the idling of vehicles on a public highway whilst stationary:

**Rule 123 of the Highway Code, Reg 98 of the Road Vehicles Regulations 1986, Road Traffic (vehicle emissions) Regulations 2002 and section 87 of the 1995 Environment Act**

These laws must be strictly enforced using fixed penalty notices or spot fines. This will provide a revenue stream for the local authority. Of particular relevance and importance outside schools, sports centres, doctors surgeries, parades of shops, stations, supermarket car parks and other places where pedestrians are present. No idling in taxi ranks and by bus drivers also need to be strictly enforced, this has both health benefits and emissions reductions benefits.

2. Stop paying mileage allowance to members on official business including attending meetings unless they have an ultra low emissions vehicle, effective immediately. Apply the same criteria to officers effective September 2020. This could be incentivized by the provision of secure cycle storage and a half an hour allowance at the beginning of the working day to shower and change, with perhaps an additional half day annual leave for every 100 days of cycling or walking to work? Incrementally increasing, with time, parking charges will be levied at all council buildings for non-ULEVs. The resulting savings and revenues shall be used to provide secure cycle accommodation and shower facilities in council property. Sufficient ULEV charging points shall be provided at all council premises, charging fees will be levied at cost.

3. There are almost no electric vehicle charge points on council property why is this? Initially council owned properties should immediately be provided with electric vehicle recharge points after that provision should be made for EV charge points for residents who need to street park.

4. Conversion to ultra low emissions of council run fleet vehicles this needs to happen very rapidly and there should be a plan showing the date by which all vehicles will be converted to ultra low emissions.

5. Public transport providers operating within the district (buses, taxis et cetera) shall be encouraged to replace their existing vehicles with electric where feasible, or other low carbon vehicles where not, using licensing and tax incentives or disincentives for non-compliance effective immediate to complete by 2025. The aim should be to make all public transport in the district free of charge, with a target date of 2025.

6. Encouragement for businesses and residents to transition to ultra low emission vehicles or to no private vehicle ownership at all. Businesses that encourage their employees to use ultra low emissions vehicles, public transport or walking/cycling to work could be given business rates relief. Effective immediate.

7. Citizens shall be incentivised to run ULEVs, by a reduction in council tax and grants for the installation of residential EV charge points. Costs to be recovered over nn years, funded by a reduction in private vehicle ownership costs.

8. All council run car parks shall double their car parking charges for non-ULEVs effective immediate, and thereafter incrementally increasing scale of charges shall be levied. ULEV parking will be free. A similar scheme shall be applied to privately owned car parks, schools, hospitals, supermarkets etc

with incentives and disincentives via business rates. Supermarkets shall be encouraged to run free, local public transport schemes using low carbon vehicles.

9. Schools that have a walk or cycle to school policy shall be measured and rewarded against student numbers walking or cycling to school. Schools that have no such policy will be penalised.

10. New residential development should be based on the concept of community/localism and where necessary the use of public transport. No off-road parking provision should be made and on-road parking should be severely restricted.