



# TRANSPORT+ENERGY FORUM 2024 DELIVERY PLAN

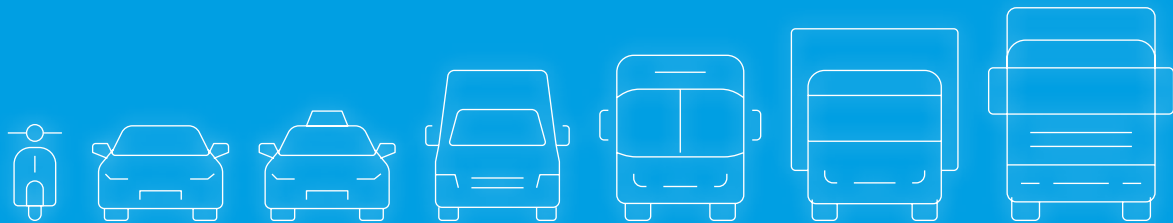
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# FLEET ELECTRIFICATION FORUM

Accelerating fleet decarbonisation across  
the private and public sectors



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## Foreword

**This exclusive report explores the ways that government and business can accelerate and execute a decarbonised future for the transport and energy sectors. It is drawn from presentations, debates and panel discussions at the Transport + Energy Forum in November 2024.**

Local authorities in particular sit at the heart of the transition to net zero, and throughout this report there is critical analysis of programmes that they are undertaking to meet their decarbonisation objectives. Alongside the business sector and national government, these three elements will be crucial to achieve the ultimate goal of net zero.

So why are we doing this now? It's vital that we deliver the solutions that will move the needle on climate change. The widespread transition to electric vehicles, powered by sustainable energy, is a key part of what's needed.

Yes, there are challenges, including the rise of misinformation; speeding up connections to the grid; ensuring energy is renewable and how all of this will be financed. But we must be confident in our collective abilities to overcome these challenges and clear-cut in our convictions to make change happen.

So far, the mood music from the new government seems to be positive: new climate goals at COP29, including reducing emissions by 81% by 2035; GB Energy being set up; the continuation of the ZEV Mandate; and some commitments to EVs and clean energy in the recent Budget.

But we must be resilient and we need more certainty. We need to do this to show our children and the younger generation that with hard work and determination we can achieve our goals and make the world a better place. Working together, we can achieve so much. This document highlights the methodology to achieve these goals.

**Alec Peachey, Founder and Editorial Director,  
Transport + Energy**



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## Executive Summary



### **This Delivery Plan outlines a number of mission-critical objectives for the transport and energy sectors, as highlighted at the Transport + Energy Forum.**

The Forum brought together 60 delegates from local authorities and more than 200 stakeholders across the public and private sectors who are dedicated to the decarbonisation of transport, including charge point operators, vehicle manufacturers, the energy sector, and other important industry partners.

On **regulation**, vehicle manufacturers and logistics providers, representing billions of pounds worth of value to the UK economy, stressed the importance of regulation in addressing the needs of the transport sector.

There was particular focus on clean air and air quality standards, which delegates agreed were vital to help with local areas reaching their own climate targets.

With regards to charge point operators (CPOs), the sector called on the government to challenge **restrictive planning laws** and issues around speeding up the delivery of projects.

CPOs highlighted the length of time that it was taking to deliver some schemes, and how crucial it

was to accelerate some of the processes in order to get points in the ground.

The two sectors were also shown various **approaches to collaboration** and how government can harness these tools.

This included work between National Grid and ChargeUK, Cenex and Motability Operations, and how various CPOs had worked with local authorities on projects and data sharing.

There was a large-scale discussion around the importance of the ZEV Mandate and ensuring certainty.

Following the government's announcement on the consultation on the issue, the sector set out its needs in order to ensure an acceleration to the delivery of the proposed end date for new ICE sales in 2030.

It is important for the government to recognise the power of incentivising businesses and local authorities in the transition to the decarbonisation of energy.

Whether this is making purchasing decisions easier for fleets, assisting CPOs and public charging with the price of energy or helping private customers with cheaper EVs, there were many ways the government can support the acceleration to mass adoption.

## Regulation

**Stakeholders called for the UK Government to ensure it used regulation on air pollution and transport decarbonisation in an appropriate way, and that it helped drive up overall standards, citing the decades-long progress on road safety as an instructive example.**



A key ask to the UK government was to firm up regulation with the transport and energy sectors to accelerate the transition.

Some 84% of respondents said that they wanted the government to do more on regulation, including the creation of Clean Air Zones (CAZ), the ZEV Mandate, and other requirements, which would help with meeting the legislative framework around net zero.

Two stakeholders in the discussion are the Society of Motor Manufacturers and the Road Haulage Association. More than 900,000 cars and 120,000 commercial vehicles were made in the UK last year, with record electrified model output. In addition, the RHA has more than 8,500 members across the haulage sector, representing 100,000s of vehicles on the road. The group's buy-in to government plans is therefore vital for the sector to have confidence going forward.

Motor manufacturers agreed that the transport sector was highly regulated, especially when looking

at issues of safety. But it was keen to stress to government that regulation for regulation's sake was not worth it. Yet, there was also the other side, where clear and responsible regulation offered the industry something to work within that was to the benefit of all in society.

But haulage firms argued that the government should not put in place more regulations, although they do have their place. It said that there were other ways for the ultimate goals of net zero and air quality improvements to be made. There was concern that regulations, as it said local authorities would be well-versed, can have unintended consequences. The industry said that the government could do more in terms of public procurement and emissions reporting to drive forward net zero. By doubling down on a culture of accountability, there would be ways to drive change.

### Clean Air Zones (CAZs)

The logistics sector often pointed to the example of the city of Leeds as a case in point to this approach. More than 90% of buses and 80% of heavy goods vehicles driven in the city now use cleaner Euro VI engines, and therefore wouldn't be charged if a zone was introduced.





Local authorities were also keen to stress how regulations had helped in their areas, and it is worth noting that even in the Leeds example it was the threat of a mandated CAZ from government which created the switch to Euro VI engines and cleaner private hire vehicles. Vehicle manufacturers agreed, stating it was important for politicians to note the power of regulations going forward.

But it argued that the ZEV Mandate had been very contentious, and that there was a need for proportionality. However, there was also an argument, as shown in air quality legislation, that the proof is in the pudding when the government

puts such plans in place. In this context, the drastic reduction in NOX emissions since being introduced by central and local government, revealed that regulation had “made this possible”.

At the same time, logistics firms felt that CAZ was also a difficult policy, as NOX emissions would have gone down anyway as multiple generations of manufacturers were already producing cleaner engines, which were rapidly reducing emissions organically over vehicle purchasing cycles, without the need for further regulations.



Indeed, the RHA stated that CAZ was a good example of unintended consequences, as it created market distortion of vehicle prices, which harmed small businesses. It claimed that the industry paid an extra £2.2 billion for vehicles but the asset value of vehicles went down by £1.9bn.

The group also called on the government at both central and local level to investigate how many small businesses simply stopped delivering into city centres which had introduced CAZs, and the relevant economic impact of such decisions.



## Brexit

The transport and energy sectors agreed that it was good that the European market and UK were not stepping on each other, but that there had been divergence since Brexit. Manufacturers could not stress highly enough the need for the government to keep consistency of standards, especially to ensure interoperability across Europe and keep to the international decarbonisation agenda.

Reflecting on the government's and businesses approach to global decarbonisation goals, it was stated that Science-Based Targets were a critical tool. The RHA said that members came under the Scope 3 emissions and were often being asked what they were doing by businesses to reduce emissions to win work, and therefore such targets acted as a powerful incentive.

The government was also asked to reflect on the ZEV mandate for HGVs which was currently not in existence and also the issue around vans, which was below targets at present with few OEMs bringing vehicles to market.

Oxfordshire County Council also argued that without regulations on air quality and carbon emissions there was not an incentive to invest, which was a point

that the SMMT agreed on and said they didn't think there was, without a legislative framework for local authorities to work with.

Ultimately, there was a call for both local authorities and government to recognise that a climate emergency had been legislated for, but there were not plans in place for how to meet the objectives.

However, the sectors called for the government to ensure that the right regulations were brought in at the right time, and that they ensured a just transition for all.

## Dundee City Council

One of the most instructive examples on regulation was Dundee City Council, which created a requirement for all private hire vehicles to be electric.

The city has spent the last decade taking on the project, commencing in 2011 as part of an air quality initiative.

The local authority worked with the NHS, police and businesses to create an Air Quality Management Area.

Incentives for taxi drivers included a £10 discount on taxi tests for EVs, reduced tariffs at council-owned charging stations, and the Switched on Taxis Loan of up to £150,000, repayable over six years.

In addition, it aimed to make charging accessible through fast charging points in multi-storey car parks for those owners who do not have access to domestic charging. One of the most powerful hubs in Scotland is located in the city, opening in July 2024 with 24 ultra-rapid charging bays.

EVs now make up around a third of the taxi fleet with around 200 operating in the city.



## OEMs and ZEV Mandate

**Vehicle manufacturers and the wider industry called on the UK Government to use more incentives or “carrots” in delivering electric vehicle targets, and not to solely rely on “sticks” in the transition to net zero.**

### Vehicle manufacturers

The Forum came at a critical moment for vehicle manufacturers and the charging industry, as it took place only 24 hours after the critical roundtable meeting with the government on the ZEV Mandate.

It was argued that the government accepted more “carrots” were needed in relation to the ZEV Mandate. This has been a point that was reflected by multiple private and public sector organisations.

Although it was stated that there was no-one asking for regulations to change, there was commentary about a challenge with demand. The automotive industry ultimately said that it needs carrots as well as sticks - in this case, the Mandate, but across the sector as a whole - would only get the transition so far along the journey to decarbonisation.

Manufacturers said that fleet electrification and incentives were now saturated, and that focus should be put on the private buyers, and that incentives make a difference.



One consistent message raised was the FairCharge campaign on reducing VAT on public charging to 5%, which would bring it in line with domestic energy costs.

But it was also stated there was an inescapable conundrum that electric vehicles were more expensive for the customer, and questioned how the industry could get private buyers over that hurdle. As a result, the government needed to do more to incentivise private customers.

It was also stated that the government should be aware that buyers are making purchasing decisions based on the 1% of journeys that they do long-distance.

Therefore, it was critical to get the government to understand the need for over-capacity of charge points, and the need to speed up planning processes and local government’s resource to ensure points are being put in the ground.

This is because consumers would be concerned if they saw all charge points in use, and vehicles queuing for points, and could therefore be put off from purchasing an EV as a result. In addition, the slow progress hampers business confidence, and the ability to plan for the future.

Zapmap co-founder Melanie Shufflebotham said the recent response from the government to the ZEV Mandate was good news for the industry and for moving from action to delivery.

It was also stated that the industry needs certainty, but was keen to stress the progress which has already happened across the industry in the past 12 months, and continuing on a path of growth would set it on a good trajectory to hit the 2030 targets. But this must not be stalled.

Although the government has put in place a fresh consultation on the Mandate, the delegates of the

Forum were polled on what they thought of the government’s response on the original ZEV Mandate discussion, with the majority stating it was “positive” and was helping to provide certainty to the sector. But there was still concern about progress.

A critical term moving forward was the word “certainty”, and looking to ensure that businesses can transition in confidence that their investment will be reflected in government policy decisions. Without that assurance, there is a risk of the private sector holding back.

### What do you think of the government’s response to the ZEV Mandate?

The majority of the sector was positive about the impact of the discussions with the UK government.

Delegates were keen to stress the importance of certainty from the government, and were looking for more from the Department for Transport as soon as possible.



## Energy as a fuel

**Much work still needs to be done by the UK Government on the shift from transport fuel coming at petrol forecourts to a variety of new settings, including the workplace, domestically, at public spaces and at destinations - and how this impacts the grid, property assets, the road network and driver awareness.**



The transition is also about promotion of energy as a fuel. Many noted that local authorities, businesses and ultimately government need to understand that when putting points in the ground, they need to be put in the right places, and are doing the right jobs.

A critical element is to understand the importance that buildings often aren't built to be charging stations and the behaviour shift required.

Another vital consideration is that charge points are assets, and the element of flexibility that comes with them following installation. This is particularly important for the long-term and making sure that they are future-proofed.

In terms of large fleets, one requirement was that more work needed to be done on the initial planning and collaboration of bigger schemes. It was important to improve the knowledge base but also there has to be a recognition of letting the experts take the lead in this area, and ensuring that the right people and managers are in charge of the schemes.

Financing projects, and working closely in collaboration with local government, was also seen

as mission-critical. Often for larger fleet projects, they may be straddling two or three local authority areas, or even across a national base.

In this way, there needs to be a recognition from the government that data will play a vital role in the transition, and approaching charging policy and strategy on a national, regional and local basis. Creating ease and as comprehensive a plan as early as possible was seen as the best approach to accelerate delivery of the decarbonisation of large-scale fleet operations.

One of the big issues was putting off the big decision to electrify, due to the sheer size and complexity of the fleets. This was voiced as a primary motivator for delays to transitioning to EVs.

Advice on this issue included keeping strategy fluid and flexible, trying not to do everything in one programme, educating and getting drivers on-board from an early stage - highlighting the urgent need for more to be done on EV information - and also the wider employees and third-party organisations involved in what the organisation was trying to achieve.

In addition, there was a focus on promotion of the commercial impact of V2G and V2X technology, which would not only promote a financial incentive behind moving to EVs, but also be useful for the government in terms of placing EVs at the heart of its economic growth agenda.



## SES Water

A project from SES Water was seen as particularly useful in regards to the fleet transition.

A fleet of 120 electric vehicles was rolled out through a phased approach, using data from telematics to inform charge point utilisation, and also how the fleet would function using electricity as a primary fuel.

Through the use of data, it was possible for collaboration to succeed across the multiple stakeholders present in the scheme.

An important element was ensuring the data was easily accessible and easy to view for all stakeholders, many of whom would have different needs and requirements in terms of their analysis.

## National Grid - transport is a “core priority”

Outlining its decarbonisation plans, National Grid said that transport was core to its strategic priorities. Senior decarbonisation leaders said that currently we are still very fossil fuel dependent, and to drive forward decarbonisation of transport would require customer engagement, alongside the government-side policy agenda.

Highlighting the challenges around electric vehicles on the policy-side, National Grid specifically pointed to the electrification of eHGVs and vans where it was not quite so clear what the path was going to be yet. As a result, there is a need to drive this forward in terms of legislation.

In addition, there was an important case made for maritime transport, and strategies for some of the harder to reach sectors of transport, which would stretch well beyond 2050. This is also an issue that may need to be recognised politically.

Key to objectives, there was a description of the real magic in stakeholder engagement when it came to understanding what businesses needed to decarbonise, and it was important to forecast and track various scenarios to develop a realistic view of what the impact would be on networks.

Furthering the issues raised, National Grid said that the company saw themselves as enablers of the low carbon transition. It explained how 60% of small demand EV connections were now done



in a matter of seconds and it was only on larger scale schemes where there were challenges.

National Grid stated it had made great progress, but there was still some way to go on facilitating the decarbonisation of transport. In this way, there was a clear case for greater and deeper collaboration across government and business on the issue.

It highlighted the work of clearviewcharge as a good example of collaboration. The information in the report was all publicly available, but it was in an unwieldy document, it said, so this was an exercise in making information and data easily available to customers.

Creating such information and offering data-led solutions can be critical to the success of the transition as a result.

## CPOs and charging infrastructure

**Charge point operators (CPOs) need the UK Government to help speed-up getting points in the ground, including changes to planning law, resourcing local authorities to ensure quick sign-offs of schemes, and incentivising both the public and private sectors in installing fresh infrastructure.**



One of the potential losers from any changes to the ZEV Mandate, and a slower acceleration towards the decarbonisation of transport, are the charge point operators (CPOs).

These businesses have been putting points in the ground to future-proof the sector as more ICE vehicles come off the road. But any delay in this transition could be devastating for their businesses.

Zapmap highlighted the 300,000 additional EVs on the nation's roads and the 40% increase in charge point installations, and how the overall improvement in charging infrastructure had been a great success story for the industry.

It was commented how it was critical that the government recognised the progress being made on charging, and to ensure that this continued. At present 71% of those who charge at home also use a public charger and 31% of EV drivers overall do not have access to a home charger, illustrating the need for a whole systems approach across public and private spaces.

But it was also highlighted that the proof was in the pudding of what drivers think of EVs, and

made the point that more than 90% of those who have transitioned away from ICE vehicles were very satisfied with the decision. In this way, it was important for government to recognise that there was consumer confidence in the transition, and to ensure EV misinformation is challenged.

Yet, it was also pointed out that there was still work to be done on winning over the wider UK public. It said that as an industry it needs to convince a broader audience than just the early adopters that having an EV is right for them. Cheaper charging prices, faster and more reliable charging, and ease of use and payment, would all play a critical role.

On that note, the proportion of electric vehicles running out of charge this year in the UK has dropped to the lowest ever, according to new AA statistical analysis. The latest figures were revealed by the AA president Edmund King OBE at the Forum, and when calculated as a percentage of all EV breakdowns, a record low was announced for 2024 of less than 2% (1.85%). The rolling 12-month figure for 2023 was 2.26%.

In 2015, the proportion of out of charge EVs was running at 8.26%, and this has been on a downward trend, apart from slight blips in 2017 and 2019. The UK trajectory for EV breakdowns for the UK's leading breakdown organisation remains very similar to The AA's equivalent, NAF in Norway, which has the highest penetration of EVs in Europe.

New battery technology, better range, improved charging performance and reliability, charge post



support and better driver and dealer knowledge have all helped. Ultimately, The AA expects the figures to drop to 1%, which is roughly the proportion of ICE cars running out of petrol or diesel.

Interestingly, it was also noted from research that younger demographics were more likely to purchase EVs due to the technological side of the vehicles, which was a specific element of the consumer experience that they bought into.

### Accessible charging

The UK Government, the wider public sector and also private businesses must recognise that the only way a just transition can occur is by making sure all charging infrastructure is fully-accessible for every customer.



One of the biggest challenges to the charging sector is to ensure that charging is accessible for all. For the transition to be a success, then it needs to work for every driver, as Motability Operations explained.

In effect, if charging can be delivered for the disabled community, then it can work for everyone else in the UK. This is a critical starting point to work from, especially when the government is considering the charging landscape going forward.

At present, some 70,000 chargers aren't fully accessible to all drivers. In order to overcome the issues of range anxiety, and also the concern about not being able to charge even when arriving at a



charge point, it is important to ensure that future installations consider these issues during planning for schemes.

Although solutions are being built to overcome some of the challenges in public charging infrastructure, for example creating apps and systems for disabled drivers to find and use accessible charging points, there is still more work that needs to be done.

Around one in four disabled customers would benefit from cross-payment solutions for example, but equally these need to be accessible. Therefore, it is critical that local authorities and government work with Motability Operations and the disabled community to overcome this issue.

One such solution could be to allow peer-to-peer charging in the community, as well as sharing of data with the local authority to assist in their charging strategy, and making sure that points are located to assist disabled citizens. In this way, collaboration was key, including with CPOs, who could potentially provide data so disabled drivers can receive notifications when charge points are free and available for their use.

One powerful example was given where a disabled driver was getting up in the middle of the night to go and charge his vehicle, which was his only method of transportation, immediately after he had received his disability living allowance. Easing access, and working across financial and policy frameworks would be important.

## Local authorities

Installing public and domestic charging requires local authorities to be well-resourced. This includes further funding and training, more collaboration with the private sector, and also challenging misinformation about EVs being presented to local residents.

Ultimately, collaboration was also seen as key to ensuring a just transition for local authorities.

A number of key requirements were outlined, with councils needing:

- Capital funding
- Cashflow
- Capacity
- Capability of staff
- Management to complete charger installations effectively
- Compliance
- Contract management

With road transport emissions as much as 30% or more in both rural and urban areas, electrification is an important part of the picture for decarbonisation and improvements to air quality, as well as meeting local authority's own carbon emission targets in line with their climate emergency statements.



The UK Government's £400m Local Electric Vehicle Infrastructure (LEVI) fund has been a powerful tool to deliver the required public charge points across the country.

Administered by the Office for Zero Emission Vehicles, and supported by the Energy Saving Trust, Cenex and PA, it aims to accelerate the public charging network to ensure that the required 300,000 charge points needed by 2030 are delivered.

But there are unique challenges with delivery, and at present, according to Zapmap data, there were only around 70,000 public charge points in the UK by the end of October 2024.

Despite impressive growth and progress to-date, there needs to be a rapid acceleration of installations in order to meet targets.

Key issues for local authorities to consider include "anxious" political stakeholders, who may be keen to not upset residents ahead of local elections.

This means deployment of schemes must be done with continuous community engagement, which includes challenging EV misinformation and delivering literature to residents on EV myth busting.

Councils reported that there is currently "something every day" about EV misinformation in the press, and as a result it was reported as a resource-intensive task to combat this issue.

One key issue is the price of public charging infrastructure. How can it be made cheaper and more efficient?

It was deemed important to consider an equitable distribution of chargers and also overcoming the charging barrier around on-street points. This would be critical in the transition as on average 40% of residents across the UK do not have access to off-street parking.

An element necessary in communication was making residents aware that they drive less than they think they do. On average a driver would only need to

re-charge every nine days to a fortnight for the UK average of 4,000–6,000 miles per annum.

Every pound spent building and operating charge points also has to be recovered from drivers in the price of energy they use and pay for. In this way, economics of scale are important for schemes. Much larger, low-cost projects are significantly better for local authorities and residents than more piecemeal, road-specific schemes. In addition, this will also lead to quicker, more widespread adoption for residents. It is also significantly more efficient for stretched council-run operations.

Therefore, the UK Government could assist in fast-tracking and easing the planning process, with the Department for Transport collaborating with councils to ensure funding for schemes is given based on low cost and high value, requiring few permits, a simple planning process, and delivering the ultimate incentive of mass EV adoption.

### Working with private business

The issues are slightly different for commercial operators of charge points and businesses, such as retail and leisure sites, as well as those that manage and run forecourts.

For these firms, the key need is high power and low dwell time, delivered through the cheapest energy possible to keep prices down for the customer. In addition, there is a need to monetise the driver.

Early adopters have helped to drive forward the market, for example Sainsbury's and MFG's EV forecourt strategy. But there is still a requirement for more retailers to begin work on charging as well, and to collaborate with local authorities as well as national and regional bodies, such as National Highways, on the implementation of schemes.

In addition, there is an ask for the UK Government to invest more research and development, and bringing new battery technology and charging products to market, again through working with local businesses, enterprise partnerships and public sector



organisations, this can assist in speeding up the deployment of new technology onto the charging network, for example battery storage and V2G.

As an example, the application of an on-street charging scheme requires close working with a number of different stakeholders and residents. The quicker and more efficiently all these partners can be brought together will allow for charge points to be put in the ground at pace.

Alongside newer battery packs, charging faster is a requirement for the ultra-rapid network to meet that demand. The average UK driver spends around 15 minutes at a forecourt for petrol and diesel. Driving down charging time to a similar timespan will be critical to winning over broader society-wide support for the transition to EVs.

Reliance on imported technology for batteries and charging could delay the transition, and also make it more expensive and beholden to international market fluctuations.

Therefore, investment in gigafactories, university and commercial research and development, and also OEM's in-house technology will help to facilitate the transition to EVs and also meet the UK Government's targets for economic growth and being a world-leader in the sector, and also for skills and employment targets at a local, regional and national level.



## Trade associations

**The key word for trade associations is collaboration: together, trade associations represent billions of pounds-worth of private and public sector funding, and millions of members, and through working in partnership it is possible to speed up the decarbonisation of transport and energy.**



A number of trade associations had a collection of asks to the government. ChargeUK, EVA England, ENA, REA and the BVRLA all stated that more collaboration was needed to ensure the successful transition.

Focusing on working together on strategic planning, getting the regulatory frameworks for net zero and 2030 clean energy targets right, and reforming policies at a central government level to accelerate the transition, were also all raised.

The associations were also keen to stress that it was important to keep the key business operations and functionality of their members' businesses working successfully during the transition, and any policy intervention that could impact that should be closely considered by the government.

In addition, they also highlighted the sheer complexity of the policy asks across a variety of government departments, which explained the need for Whitehall to ensure that they were

also collaborating between ministerial briefs and secretaries of state in the transition.

One good example of the complexity given and need to collaborate was the concept of a Right to Charge for housing tenants in blocks of flats. This would involve central government policy, local government backing and support, private sector and property industry guidance and engagement, energy companies and grid connectivity, as well as planning and issues of land use and legal involvement.

Stimulating demand was another top request, especially in the field of electric vans, but also more broadly across the sector. There was a responsibility for government to collaborate with business on this issue if targets are to be met. There is a need to penetrate the wider consciousness of the consumer and educate them on the transition, and an acknowledgement by the associations that journalists could be lost on critical issues as different parts of the transport and energy sectors said similar things, but in slightly different ways.

All agreed that trade associations can be a significant accelerator for net zero and meeting the ZEV Mandate and 2030 vehicle and energy targets.



## Conclusion

This report highlights the variety of needs of the transport and energy sectors. It reveals that the industry needs more certainty from the UK Government, whether that is regarding the ZEV Mandate and vehicle-related targets, assistance for CPOs on planning or working with the energy sector on connections to the grid.

It also shows how collaboration is key to the transition and reaching net zero goals. A key message is that working in traditional siloes will not deliver targets. This was illustrated by the example of how local authorities are working together with the private sector to meet their objectives on air pollution and the climate emergency, and how this can be achieved through different schemes. In

addition, the example of how Motability Operations partnered with a number of stakeholders on accessible charging revealed how collaborating enabled change.

Ultimately, the report explains how the UK Government needs to drive forward closer cross-departmental and cross-industry support, as well as ensuring that across the wider public and private sector the variety of needs are met. Through doing so, the government will meet its much desired economic growth objectives as well as hitting the legislative targets and requirements set out in the Carbon Budgets.

**By working together, net zero can be achieved.**

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