



CARWOW GROUP

THE FUTURE OF MOTORING MANIFESTO

1

REDUCE VAT TO 5% ON ALL EV CHARGING

Charging in public is currently subject to 20% VAT. Only households or buildings using less than 1,000 kilowatt-hours monthly benefit from the reduced 5% rate.

2

IMPROVE PERSONAL SAFETY AT CHARGING POINTS

Introduce a blanket level of safety features across all EV charging facilities in the UK, including lighting, CCTV and emergency contact points.

3

FUND HOME-BASED CHARGING POINTS

Introduce grants for installing EV charging points at home and lobby energy suppliers to fit charging points to all new homes with off-street parking.

4

INVEST IN IMPROVING EV INFRASTRUCTURE

Improve the user experience by committing to a target of everyone across the country being a minimum of five miles away from a reliable EV charging point.

5

INTRODUCE GRANTS FOR NEW AND USED EVS

Present new 'green' incentives for privately purchasing EVs – new and used – and for installing EV charging points at home.

6

HELP PUBLIC BUILDING CAR PARKS ADD CHARGING POINTS

School car parks are empty after 4pm every day and all weekend. Offer them a revenue share for installing chargers for public use outside of these hours.

7

MAKE EV INSURANCE COSTS MORE AFFORDABLE

There has been a trend of fewer insurers offering policies for EVs. Ensure motorists can find suitable, affordable insurance for an EV.

8

BRING TRANSPARENCY TO CLEAN AIR ZONES

Simplify CAZ through a national database for charges (with profits going to repair roads) and mobile warning alerts. Support a one-off grace for people straying in while on holiday etc.

9

INTRODUCE NATIONAL TRY AN EV DAY

Launch 'National Try an EV Day' to support the transition by encouraging the uptake of EVs and myth-bust common misconceptions.

10

COMPULSORY CHARGING POINTS AT MAJOR RETAIL SITES

All new supermarkets and retail outlet developments must install EV chargers as an essential condition of planning.



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Steve Walker, Head of Digital Content, Driving Electric says a VAT cut would be a huge incentive for motorists:

“Government help is more urgently needed in the field of EV infrastructure to boost roll-out and lower costs with a VAT cut on charging. All things being equal, the average motorist will prefer the driving and ownership experience of an EV over a petrol or diesel car, they just need the sums to add-up and some confidence to take the big step.”



Stuart Gallagher, Editor-in-Chief, Evo says infrastructure improvements are vital:

“Government needs to stop treating the motorist like a sacrificial pawn in a game of chess they have no idea how to play or win. Forcing mass consumers into electric vehicles hasn’t worked and won’t ever work. There needs to be a multiple energy solution that suits all motorists - private and commercial - and not just the few.”



Paul Barker, Editor, Auto Express says a strong used EV market is key to mass adoption:

“The used market underpins everything, so giving people the confidence to trust that a used EV is the best place for their hard-earned cash will be a huge factor in getting the UK on the road to mass EV adoption.

“Health checks to give a real-world condition of a used car’s battery would also help boost confidence, as would any sort of incentive for buying a used EV - be it a grant, contribution towards charging or some other way to boost interest. More used demand means higher used car prices, which leads to better monthly rates on new EVs, stimulating new car sales as well as used.”



Andy Goodwin, Managing Editor, Car Buyer says it is high insurance costs as much as purchase costs that is making EV ownership unattainable for many motorists:

“The high prices of electric cars have been hitting the headlines for a while now. That situation is starting to ease with cheaper options emerging onto the market, but the issue that’s been rumbling along under the radar and showing little sign of abating, however, is the cost of car insurance.

“Taking action would do a huge amount to lessen the cost-of-living pressures faced by motorists, while making car ownership a more realistic proposition for more people - younger drivers in particular.”