

## Nissan response to the National Infrastructure Commission call for evidence

Nissan will provide a response that focuses on two questions of the questions that have been asked around the report regarding transport infrastructure in London. These are:

- 1. What are the major economic and social challenges facing London and its commuter hinterland over the next two to three decades?**
  - 2. What are the strategic options for future investment in large-scale transport infrastructure improvements in London - on road, rail and underground - including, but not limited to Crossrail 2?**
- *How should they be prioritised, taking account of their response to London's strategic transport challenges, including their impact on capacity, reliability, journey times and connectivity to jobs?*
  - *What might their potential impact be on employment, productivity and housing supply in London and the southeast?*

### **London report response**

One of the main social challenges London faces, and will continue to face over the coming decades, is improving air quality in a city that is expected to grow from its current record population high of 8.6 million, to 11 million by 2050.<sup>1</sup> While estimates vary, some studies show that air pollution in the UK currently kills over 35,000 people every year.<sup>2</sup> The UK exceeds EU limits on NO<sub>2</sub> pollution, and because of its size London is by far the most polluted city. Around 80% of the NO<sub>x</sub> emitted in London comes from transport; for a cleaner, healthier London, improving emissions from vehicles is therefore vital.

At the heart of the strategy to improve transport emissions is the transition to Ultra Low Emission Vehicles (ULEVs). ULEVs emit much lower levels of NO<sub>x</sub> and CO<sub>2</sub>, and pure Electric Vehicles like the Nissan LEAF have zero tailpipe emissions – zero NO<sub>x</sub> and zero CO<sub>2</sub>. TFL's Ultra Low Emission Zone delivery plan of June 2015 sets out to make London the ULEV capital of Europe. This is both welcome and necessary. Not only does London currently fail to meet EU legal limits for nitrogen dioxide, but there is also much more to do on CO<sub>2</sub> if we are to meet the internationally agreed targets set at COP21 in December 2015. Investing in the necessary charging infrastructure to support ULEVs will therefore help improve air quality – and consequently public health – whilst also helping the UK meet our carbon emissions targets.

TFL's ULEZ delivery plan also makes the point that the "green economy" is a rapidly growing industry; investing in the right infrastructure to support ULEVs not only improves the air we breathe, it is an investment in the jobs of the future.

TFL have combined with the GLA to look at potential ULEV uptake in London. There have been more than 30,000 ULEVs purchased in the UK to date and the last 2 years has seen a surge in market

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<sup>1</sup> <http://www.bbc.co.uk/news/uk-england-london-31082941>

<sup>2</sup> <http://alumni.kcl.ac.uk/page.aspx?pid=4358>

growth. Even the “baseline scenario” projections show a 25-fold increase in ULEV cars in London in the next 10 years.<sup>3</sup>

To cope with this anticipated increase in demand London’s electric vehicle charging infrastructure needs improvement. ULEV users must have the confidence that they will be able to easily recharge across the city. Nissan appreciates that TFL is currently undertaking research to best understand what infrastructure will be needed to support ULEV uptake; Nissan would advise the commission to follow this research closely in their work. However without wishing to pre-empt this study, Nissan would suggest that as the areas of Old Oak Common and the industrial Park Royal site in West London are regenerated as part of the introduction of HS2 and Crossrail, electric chargers should be installed. Indeed Nissan believes that the installation of chargers – preferably rapid chargers - should be standard for any future regeneration project in London and recommends that planning authorities should require investment in charging infrastructure as part of any major housing developments in the capital.

However most importantly TFL must have the resources they need from Government to provide the necessary infrastructure. This is required on a large scale to achieve the improvements in levels of NOx and CO2 that the UK is legally obliged to. Whilst public transport, walking and cycling will continue to play an increasing role in London’s transport landscape, and investment in large scale public transport projects like Crossrail 2 is necessary, it is important to remember that 1 in 3 journeys are still made by private transport.<sup>4</sup> For many businesses private cars and vans will remain the only way of operating. The transition to ULEVs will therefore make sure businesses can continue to operate as they currently do, enabling economic growth and improving productivity, whilst ensuring the UK meets its legal obligations to drive down emissions and improve public health. The Government’s stated ambition is that by 2050 almost every car and van in the UK will be an Ultra-Low Emission Vehicle – this ambition must be backed by the resources to enable the roll out of a reliable and easily accessible charging infrastructure across London.

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<sup>3</sup> <http://content.tfl.gov.uk/ulev-delivery-plan.pdf>

<sup>4</sup> <http://content.tfl.gov.uk/ulev-delivery-plan.pdf>