

Figure 10 – Total Cost of Ownership (TCO) of selected diesel, petrol, hybrid and electric cars

Vehicle	Leaf (hatchback)	Octavia (hatchback)	Octavia (hatchback)	Prius (hatchback)
Manufacturer	Nissan	Skoda	Skoda	Toyota
Model details	80kw Visia 5dr	1.4TSI 140 SE 5dr	1.6TDI 105 S 5dr	1.8 VVT-I T3 5dr
Fuel type	Electric	Petrol injection	Diesel turbo	Petrol hybrid
Power (kw)	80	102.12	76.96	99.16
0-60mph (sec)	11.5	8.4	10.8	10.4
Euro std	NA	6	6	6
Price	£ 21,490	£ 18,860	£ 18,360	£ 21,995
3yr RV	£ 7,820	£ 7,075	£ 8,185	£ 12,665
New/used	New	New	New	New
Miles pa	25,000	25,000	25,000	25,000
mpg	NA	35	47	52.2
litres/km (kwh/km)	0.173	0.081	0.060	0.054
Tax band	A	D	A	A
Depreciation 3yrs	£ 13,670	£ 11,785	£ 10,175	£ 9,330
Tax £pa	£ -	£ 110	£ -	£ -
Fuel £pa	£ 519.00	£ 3,959	£ 3,054	£ 2,654
Servicing £pa	£ 0	£ 185	£ 179	£ 202
Nox damage £/yr	£ 0	£ 11.06	£ 80.93	£ 7.41
PM damage £/yr	£ 0	£ 17.54	£ 17.54	£ 17.54
CO2 damage £/yr	£ 144.94	£ 308.95	£ 268.16	£ 207.15
TCO for 1 yr (no depr)	£ 664	£ 4,591	£ 3,599	£ 3,089
TCO for 3 yrs inc depr	£ 15,661.82	£ 25,558.99	£ 20,973.21	£ 18,596.38

It can be seen that although the electric and hybrid models incur a higher purchase cost, their TCO over 3 years is considerably less than the diesel and petrol models.

The NLES will also seek to encourage the take-up of low and ultra low emission vehicles through the provision of information and incentives. While still at a relatively low base, there has been an observed increase in the numbers of hybrid cars in Northampton and, although we are yet to see the 5% ownership levels of plug-in cars seen in Norway and the Netherlands, there has been a significant increase in sales of plug-in electric vehicles across Northamptonshire over the last 2 years. Figure 10 shows the registrations of new ultra low emission vehicles in the UK over the last 5 years.

12.4 If Northampton and the region is to play a part in meeting EU obligations in relation to air quality and carbon reduction commitments then steps must be taken to reduce emissions from car exhausts. The Government's strategy: *Driving the Future Today*, has set a target that by 2050 nearly all cars and vans in the UK will be an ultra-low emission vehicles. This will mean a shift-change in the traditional internal combustion engine (ICE) as the predominant power source for vehicles, and although the ICE is likely to remain a feature of the vehicle market for many years to come, other alternative powered vehicles, such as Battery Electric Vehicles (BEV), Fuel Cell