

**REPORT FOR: Traffic And Road Safety
Advisory Panel**

Date of Meeting: 23 November 2016

Subject: **INFORMATION REPORT**

Ultra Low Emission Zone – Neighbourhood of
the Future (NoF)

**Responsible
Officer:** Tom McCourt – Corporate Director,
Community

Exempt: No

Wards affected: Greenhill

Enclosures: **Appendix A** – Go Ultra Low City Scheme bid
Appendix B – Harrow Neighbourhood of the
future location plan

Section 1 – Summary

This information report is presented to members to provide an update on progress with the Ultra Low Emission Zone funded by Transport for London (TfL) and the proposed Neighbourhood of the Future scheme for Harrow.

FOR INFORMATION

Section 2 – Report

Background

- 2.1 London is the most polluted place in the country, with air toxicity levels in some areas reaching up to three-and-a-half times the EU legal limit. The Mayor's Air Quality Strategy published by the Greater London Authority in 2010 set out a range of policies aimed at making improvements and is the framework for the current London wide air quality initiatives. Policy 2 promotes technological change and cleaner vehicles and indicates that The Mayor, through TfL, working with the Government and boroughs will promote the transfer to and use of low emission vehicles for private and freight transport.
- 2.2 In July 2015 the London Mayor unveiled his Ultra Low Emission Vehicle (ULEV) delivery plan to make London the ultra-low emission vehicle capital of Europe. This plan sets a vision for ULEVs to be the preferred option in London for public transport, fleets and private vehicle owners and deals with the issues and challenges currently limiting ULEV uptake in London. The delivery plan will make it as easy as possible for Londoners to make the switch to Ultra Low Emission Vehicles.

Air Quality in Harrow

- 2.3 Harrow Council declared the whole Borough an Air Quality Management Area (AQMA) in January 2002 after a review and assessment of air quality within the borough predicted that two pollutants, PM10's (very fine particles) and nitrogen dioxide (NO₂) were likely to exceed nationally set objectives. The progress in achieving improved air quality within the AQMA is inextricably linked to Harrow's Local Implementation Plan (LIP) and Local Development Plan (LDF) which take into account the Mayor of London's Air Quality Strategy.
- 2.4 Modelling has demonstrated that the main contribution to nitrogen dioxide (NO₂) concentrations and also a major source of fine particle emissions was road traffic and so most of the measures are related to reducing vehicle emissions.

2.5 The Council's Air Quality Action Plan focus on the following key actions

- Reducing emissions from vehicles;
- Reducing road traffic – discouraging non-essential journeys by road;
- Promoting alternative modes of transport to the private car;
- Encouraging walking as a means of travel;
- Encouraging cycling as a means of travel;
- Encouraging development that does not impact upon air quality;
- Public information and education.

2.6 In 2011 the Greater London Authority (GLA) identified five Air Quality Focus Areas within LB Harrow which have been selected by the GLA as areas where there is the most potential for improvements in air quality within the Capital. These areas are:

- Harrow Town Centre – in the vicinity College Road, Greenhill Way and Lowland Road.
- Wealdstone – in the vicinity of George Gange Way and Railway Approach
- Pinner Road – near Harrow Town Centre
- Stanmore Broadway
- A5 Burnt Oak Broadway - by Watling Avenue

2.7 The introduction of ULEV initiatives focussed in air quality focus areas will support the delivery of the Air Quality Action Plan by helping to reduce vehicle emissions from conventional petrol or diesel powered vehicles and encouraging a greater take up of electric or other low emission vehicles.

Go Ultra Low City Scheme

2.8 The Office for Low Emission Vehicles, within the Department for Transport, works across government to support the early market for ultra-low emission vehicles (ULEV). In December 2014 they invited applications for the Go Ultra Low City Scheme (GULCS) which was intended for cities to deliver a step-change in the uptake of ULEVs in those cities.

2.9 A submission for a GULCS for London was prepared, agreed and submitted by TfL, GLA and eight London Boroughs and London Councils in October 2015 for £20 million in funding. The bid builds on the progress made by London's innovative policies such as the Congestion Charge and Low Emission Zone and local councils' work to incentivise cleaner vehicles through parking policies and by expanding charging provision.

2.10 The GULCS bid was very ambitious, wanting London to become a "Go Ultra-Low emission vehicle Capital" and is aligned to the Mayor's ambitions to

improve air quality and to support the commitment in his manifesto that London is carbon free by 2050.

2.11 There are four main streams to the GULCS as follows:

- a) Increase ULEV charging infrastructure in residential areas by establishing a London-wide delivery partnership for providing, managing and maintaining these.
- b) Retrofit car club bays with EV charging points, with management and maintenance of the infrastructure being undertaken by the partnership responsible for residential charging infrastructure (point a).
- c) Support the increase of rapid EV chargers.
- d) Neighbourhoods of the Future (NoF) - local schemes to prioritise and encourage the uptake of ULEVs.

2.12 A copy of the bid can be seen in **Appendix A**.

2.13 Harrow Council's part of the submission involved a bid for £370k to develop a Neighbourhood of the Future (NoF) which will increase the uptake of electric vehicle (EV) usage in Harrow Town Centre. Harrow Town Centre has been identified as an area that has poor air quality and suffers from congestion during peak periods. You will note in appendix A that there is reference to Harrow on the Hill, however, this is a typographical error and the location of the scheme is actually the central area of the town that includes the main commercial centre and Harrow on the Hill Station.

2.14 London was subsequently announced as one of the winners of the Go Ultra Low City Scheme initiative on Monday 25 January 2016 and has been awarded £13m in capital funding for implementing the proposals. A governance structure was agreed that sees London Councils, TfL and the GLA represented on a steering group that will guide the implementation of the proposals in the GULCS bid.

2.15 As the award is lower than the amount included in the bid a final approval process has been undertaken by the steering group during the year to review the final proposals from all stakeholders in more detail. Harrow submitted a detailed proposal for the NoF and has received confirmation of its funding allocation on 4th November 2016 to undertake the project. The funding details are as follows:

Name of Project	Approved Funding 2016/17	Indicative Funding 2017/18	Indicative Funding 2018/19	Indicative Funding 2019/20	Indicative Total Funding	Approved Total Match Funding
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Greenhill Go Ultra Low	£10,000	£80,000	£65,000	£25,000	£180,000	£50,000
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- 2.16 Match funding of £50k has been identified from the council's annual local implementation plan (LIP) funding to support the bid and TfL will therefore fund £180k between 2017/18 and 2019/20 from the GULCS award.

Harrow Town Centre - Neighbourhood of the Future

- 2.17 Harrow Town Centre is a busy metropolitan centre and is a hive of activity, used by residents and visitors for work and leisure alike. There are also over 5,000 new homes planned to be built in the area as part of major developments in the town centre. Each new development is assessed in accordance with local and regional guidelines to ensure the correct sustainable transport infrastructure is included to satisfy both London wide and Borough policy objectives.
- 2.18 The Harrow Town Centre air quality focus area was selected as the location for the proposed neighbourhood of the future (NoF). This area is in the south of the borough and is close to the boundary with Brent and encompasses a large part of the Greenhill ward. It includes the main commercial shopping centre within the town centre and the borough as a whole which is home to several major high street stores and attracts local residents and visitors in a wide catchment. Commercial outlets make up the majority of the town centre environment, however several large scale residential developments will be located within the NoF area as part of wide scale residential development within the town centre. Harrow Town Centre is served by Harrow on the Hill bus and underground station which is on the Metropolitan Line. The location plan of the area can be seen in **Appendix B**.
- 2.19 The proposal focuses on increasing the number of EV charging points, prioritising road space for EVs and creating support maintenance for owners of ULEVs. A summary of the NoF proposal is set out below:
- Station Road and College Road are currently open to buses, cycles and delivery vehicles only. It is our intention to restrict these roads to ULEVs only. This will initially apply to private cars only.
 - Provide charging infrastructure at the main transport hub of Harrow on the Hill Station with possible inclusion of rapid charging points in destination car parks near the two main shopping areas of St Ann's and St George's shopping centre.
 - Provide free accredited training to mechanics in the borough to ensure ULEVs can be safely and easily serviced in the area. This will support

an increase in private ULEV ownership by removing a potential barrier over concerns about long term maintenance of the vehicles. In addition, the up skilling of local mechanics will support local businesses, making Harrow a centre of excellence for ULEV servicing and maintenance, boosting the local economy.

- Amend parking policies to incentivise ULEV ownership and provide parking discounts, for example, changing the charges for resident permits and “pay and display” to take account of vehicle emissions.
- Enable businesses based in the borough to trial ULEVs for their fleets. This would be restricted to cars and possibly vans, and would depend on whether or not the business had the capacity to charge their vehicles off-street using cables. This could include offering subsidised workplace charging for ULEV.
- Implement a long term behaviour change strategy to raise awareness of the benefits of EV and overcome any misconceptions. A package of initiatives would be developed and would include measures such as, An awareness campaign, partnering with Chargemaster, to promote EV and new technology (with longer range), A pop up EV information centre for the public, A free/discounted hire scheme for residents, test drive opportunities using EV, Innovative promotional campaigns involving partners.

2.20 Initial discussions have identified local mechanics to complete courses on ULEV maintenance including utilising skills within the Council's Depot which is located close to the town centre. This will bring reassurance and confidence to ULEV owners or those considering purchasing a ULEV.

2.21 Parking management policies will have to change to encourage an increase in ULEVs. Changes will be made to establish dedicated parking bays for ULEVs and introduce lower charging incentives for ULEVs. As part of this process existing parking bays will be reviewed and areas identified that can accommodate charging points.

2.22 The proposals are expected to improve air quality in Harrow town centre which improve the quality of life for current and proposed residential developments most of which will be car free. Many residents are expected not to own cars and therefore there is scope to create ULEV car clubs which would be beneficial to the area. Any opportunities to create car clubs will be investigated through the development control process.

- 2.23 A detailed assessment of air quality before and after the implementation of the scheme would be considered to review NO₂, PM₁₀ and CO₂ levels and demonstrate the effectiveness of the proposals.
- 2.24 A detailed implementation programme is now being developed by officers and updates will be provided via the regular progress reports to TARSAP.

Electric vehicles charging infrastructure

- 2.25 In 2015 there were 40 registered plug-in electric vehicles in Harrow. There is a higher take up of hybrid vehicles that do not rely on an electric charge point, however, it is anticipated that by 2018 there are likely to be more than 100 residents with plug-in electric vehicles. While this is still a proportionately low number of residents this is a growing market.
- 2.26 With the focus on air quality a priority of the Mayor it is important to ensure that Harrow takes steps to implement the necessary charging infrastructure for electric vehicles and demonstrate a commitment to improving air quality in order to access potential funding streams in future. Because of the high car ownership in the borough, and limited orbital transport networks, encouraging the use of EV would be appropriate for Harrow.
- 2.27 The council supports EV provision to ensure Harrow remains a competitive destination for visitors and businesses, as well as for residents. There are a number of suppliers of electric vehicle charging point in the market and Harrow has been reviewing the available options that best suit the delivery of GULCS and satisfy commitments made in the Council's corporate policies including the LIP.
- 2.28 Following discussions earlier this year with the Portfolio Holder for Environment, Crime and Community Safety it was agreed that the Council signs a contract with Chargemaster as the supplier for the electric vehicle charging infrastructure. It was considered that this option provides the most flexible options for delivering infrastructure projects given the current levels of investment.
- 2.29 Joining the Chargemaster POLAR network would link Harrow to other locations around the UK through an established and credible network, enabling us to fulfil corporate priorities, meet the needs of residents and businesses, ensure that Harrow remains an attractive destination with improved air quality, and potentially support future funding opportunities.

Section 3 – Further Information

- 3.1 There is no further information.

Section 4 – Financial Implications

- 4.1 An allocation of £180k over 4 years is being provided by TfL between 2016/17 and 2019/20 to implement the NoF. An allocation of £50k within the LIP programme will support the delivery of the scheme. The total funding for implementation will be £230k.
- 4.2 An allocation of £10k is provided in 2016/17.

Section 5 - Equalities implications

- 5.1 A programme of investment was included in the Transport Local Implementation Plan which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups. Positive impacts of the programme were demonstrated on some equalities groups, particularly, women, children and people with mobility difficulties.

Section 6 – Council Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration's priorities:
- Making a difference for the vulnerable
 - Making a difference for communities
 - Making a difference for local businesses
 - Making a difference for families

Section 7 - Statutory Officer Clearance

Name: Jessie Man



on behalf of the
Chief Financial Officer

Date: 10/11/16

Ward Councillors notified:

YES

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips – Team Leader, Transportation
Tel: 020 8424 1649, Fax: 020 8424 7662,
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Background Papers:

Local Implementation Plan 2
TfL guidance
NoF bid document