

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

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**Date of Meeting:** 28<sup>th</sup> November 2017

**Subject:** **INFORMATION REPORT**

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

**Responsible Officer:** Paul Walker – Corporate Director, Community

**Exempt:** No

**Wards affected:** Greenhill

**Enclosures:** Appendix 1 – Neighbourhood of the future scheme plan

## **Section 1 – Summary**

This information report is presented to members to provide an update on progress with implementing 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**

### **Harrow Town Centre - Neighbourhood of the Future (NoF)**

#### **Background**

- 2.1 Members may recall a presentation to this Panel in November 2016 to confirm The Council's successful bid for funding from the Go Ultra Low City Scheme initiative to implement a NoF that prioritises electric vehicle (EV) and ultra low emission vehicle usage (ULEV) in a part of the Harrow Town Centre area in order to promote cleaner air.
- 2.2 In January 2017 The Mayor of London and Transport for London (TfL) announced £1.4m funding for six 'Neighbourhoods of the Future', that will combine innovative green technology and other initiatives to tackle London's air quality emergency directly at a local level. The funding will be matched by £1.1m from the London boroughs involved and Heathrow airport, and shows the on-going commitment of the Mayor for London, TfL and London Councils to work closely with local authorities to improve air quality in London.
- 2.3 Harrow Council was awarded a total of £180,000 from this funding stream over a four year period from 2016 to 2020 in order to deliver a NoF scheme to encourage a greater up take of electric vehicles and improve air quality. The delivery of the scheme will be supported through match funding of £50k from the electric vehicles & Car Clubs allocation from within the Council's TfL approved local implementation plan (LIP) programme over the 4 year programme.
- 2.4 Harrow Town Centre is a busy metropolitan town centre and is a hive of activity, used by residents and visitors for work and leisure alike. There are over 5,000 new homes planned to be built 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.

- 2.5 The Harrow Town Centre air quality focus area was selected as the location for the proposed 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.
- 2.6 Commercial outlets make up a large part of the town centre environment; however several large scale residential developments will also be located within the NoF area as part of wide scale residential developments within the town centre. Harrow Town Centre has good public transport services and is served by Harrow on the Hill bus and underground station which is on the Metropolitan Line.
- 2.7 The NoF proposals focus on increasing the number of EV charging points in the Greenhill ward area, prioritising road space for EVs and creating support for maintenance of owners of ULEVs. A plan of the scheme proposal can be seen in Appendix 1.
- 2.8 A more detailed summary of the NoF proposals and scheme progress to date is set out below:

Year	Initiative description	Progress to date	£ k
2016-17	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.	Parking management policies have been revised to encourage ULEVs to park free of charge for up to 4 hours. Changes were made to allow dedicated parking bays for ULEVs and introduce lower charging incentives for ULEVs. As part of this process existing parking bays were reviewed and areas identified that can accommodate electric charging points.	10
2017-18	Provide charging infrastructure within the agreed NoF area of the Greenhill ward with possible inclusion of rapid charging points in destination car parks near to the two main shopping areas of St Ann’s and St George’s shopping centre.	The council will be installing charging points in destination car parks and on street near to the two main shopping areas of St Ann’s and St George’s shopping centre. We are currently working with our procurement team to secure a contract with a suitable electric vehicle charging point provider.	80 (20)

		<p>The council is in discussions with two potential electric charge suppliers and are in the process of procuring a framework contract which will allow us to introduce the charging infrastructure this financial year.</p>	
2017-18	<p>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.</p>	<p>The council will be providing free credited training to mechanics in the area to ensure ULEVs can be safely and easily serviced and up skilling local mechanics to support local businesses, making Harrow a centre of excellence for ULEV servicing and maintenance and boosting the local economy.</p> <p>The council also operates a vehicle service centre training mechanics within this facility is also under consideration. This is an IMI accredited course discussed with the North London Garage Association. The training should start by early December.</p>	
2017-18	<p>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.</p>	<p>Council Travel Planners are currently working with the Business Development team to identify suitable businesses within the NoF area. There is initial interest from a number of estate agents in the town centre.</p>	
2018-19	<p>Implement a long term behaviour change strategy to</p>	<p>The Council will work with our preferred delivery partner in conducting campaigns in the</p>	<p>65 (20)</p>

	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 our electric vehicle supplier, 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.	town centre and with local businesses to promote the uptake of electric vehicles and advertise the scheme to the wider community.	
2019-20	The majority of Station Road is currently open to buses, cycles and delivery vehicles only. It is ultimately our intention to restrict Station Road / College Road to ULEVs only. This will initially apply to private cars only.	Council Travel Planners have had some initial discussions with our Highway Enforcement team as to how ULEV`s can be identified when entering Station Road to allow enforcement. This is likely to involve Automated Number Plate Recognition (ANPR) techniques. This process is on-going and still in development.	25 (10)
<b>2016 - 2020</b>	<b>TFL allocation - NoF</b>		<b>180</b>
<b>2016- 2020</b>	<b>LIP match funding – Electric Vehicles &amp; Car Clubs</b>	<b>(match funding in brackets)</b>	<b>(50)</b>

2.9 These initiatives are expected to improve air quality in Harrow Town Centre which will improve the quality of life for current and proposed residential developments most of which will be car free. Many future 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.

## **Electric vehicles charging infrastructure**

- 2.10 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 encouraging the use of EV would be appropriate for Harrow.
- 2.11 The council is currently looking at how we can best support electric vehicle use in the borough, including potential locations for on-street charging points. The final locations for these charge points will take into account the views of and requests from residents. Locations will be assessed for suitability and factor in a number of considerations for other road users and pedestrians, for example, ensuring that footpaths continue to be wide enough to accommodate wheelchairs.

## **Section 3 – Further Information**

- 3.1 There is no further information.

## **Section 4 – Financial Implications**

- 4.1 A total allocation of £180k over 4 years is being provided by TfL between 2016/17 and 2019/20 to implement the NoF. Match funding of £50k from the annual allocation for electric vehicles & car clubs within the approved LIP programme will support the delivery of the scheme. The total funding for implementation will be £230k.
- 4.2 An allocation of £80k is provided with a £20k match fund from the LIP allocation for electric vehicles and car clubs in 2017/18.

## **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: 15/11/17

**Ward Councillors notified:**

**YES**

## Section 8 - Contact Details and Background Papers

### Contact:

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### Background Papers:

Local Implementation Plan 2  
TfL guidance  
NoF bid document