
**REPORT FOR: TRAFFIC & ROAD SAFETY
ADVISORY PANEL**

Date of Meeting:	31 October 2018
Subject:	INFORMATION REPORT Neighbourhood of the Future Update - Harrow Town Centre
Key Decision:	No
Responsible Officer:	Paul Walker - Corporate Director, Community
Portfolio Holder:	Councillor Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, report is for information
Wards affected:	Greenhill
Enclosures:	Appendix A - Harrow Neighbourhood of the future electric bay location plan Appendix B - Detailed plan of electric bay locations

Section 1 – Summary

This information report is presented to members to provide an update on progress with the Neighbourhood of the Future scheme in Harrow Town Centre.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introductory paragraph

- 2.1 In July 2015, London set out its vision to become an ultra low emission vehicle (ULEV) capital. London Councils submitted its joint bid with TfL and Boroughs for £20 million in funding to the Office for Low Emission Vehicles (OLEV) for the Go Ultra Low City Scheme (GULCS). 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. London's bid was successful in securing £13m.
- 2.2 Transport for London (TfL) dedicated £1.4m of this funding award to funding six Neighbourhoods of the Future (NoF) across London, 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 by 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 over a four year period from 2016/17 to 2019/20 in order to deliver a NoF scheme in Harrow Town Centre 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 TfL grant allocation for the Council's local implementation plan (LIP) programme.

Options considered

- 2.4 The Council contributed to the wider London bid to OLEV and promoted and supported the implementation of a neighbourhood of the future in Harrow Town Centre.
- 2.5 This work programme fits within the scope, policies and programme set out in the Council's Transport Local Implementation Plan.

Background

- 2.6 Harrow Town Centre was initially identified as an area of poor air quality and suffered from congestion during peak periods. It was therefore appropriate to focus the introduction of the NoF in the town centre located mainly within the Greenhill ward. This ward covers the central part of the town which includes the main commercial centre and Harrow on the Hill underground and bus stations.
- 2.7 The NoF project is split into four key elements which include:
- Providing electric charging infrastructure points located at strategic sites within the town centre.
 - Providing free accredited training to mechanics in the borough to ensure Ultra Low Emission Vehicles (ULEV's) 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.
 - Enabling local businesses based in the town centre to trial ULEVs for their fleets.
 - Introduce access only for electric vehicles in sections of Station Road. Currently there are already some restrictions that limit through traffic to buses, cycles and access for loading and unloading.

Progress update

Electric Charging points

- 2.8 The electric charging points will be located strategically at four sites in close proximity to the town centre. **Appendices A** and **B** provide details of the locations.

2.9 In total 10 electric vehicle charging bays will be provided using five dual socketed electric charge points procured from Chargemaster. Three of the charge points (6 on street bays) will have a power supply of 22kw per socket, using a three phase supply connection. The remaining two charge points (4 off-street bays) will have a power supply of 7kw per socket and will specifically be installed for the Greenhill Way Car Park site to support the proposed fleet trial. Images of the charging point are shown below.



Greenhill Way – car park



Greenhill Way – on street

- 2.10 Each charge point provides a Type 2 connection which is the standard charging cable for electric vehicles. In addition, the charge points will be operated on the Charge Your Car Network (CYC) that has been approved to be Open Charge Point Protocol (OCPP) compliant. A CYC user will be able to pay via the use of the App or a contactless RFID card.
- 2.11 Operational parking restrictions have been developed for the on-street locations. Only an electric vehicle will be permitted to park in the EV dedicated bay at all times. Electric vehicles will be permitted a maximum three hour stay, whilst actively recharging with no return permitted within one hour operating between 7am to 7pm, Monday to Sunday. Over night, any EV will be able to park without having to recharge or incur a max stay. Parking restrictions for the bays in the Greenhill Way Car Park will restrict access to the EV fleet trial vehicles only via the use of a business permit at all times.
- 2.12 Statutory consultation took place on the proposed restrictions in September / October 2018 and it is intended that the electric charging bays will become operational in November.

Training Mechanics

- 2.13 The training of local mechanics to gain accreditation to work on and service electric vehicles is scheduled to commence in November in partnership with local businesses. The up skilling of local mechanics is intended to support local businesses, and make Harrow a centre of excellence for ULEV servicing and maintenance, boosting the local economy. It is anticipated that

up to fifteen mechanics will be trained in Automotive Technology courses focusing on EV maintenance and safety

Electric Vehicle Fleet Trial

- 2.14 The Greenhill Way Car Park location was chosen to support the Electric Vehicle Fleet Trial (EVFT), which will be available to businesses in Harrow Town Centre.
- 2.15 Enterprise, a national car hire company, offer specialised rental programmes for businesses and organisations and have been procured to run the EVFT on the council's behalf. As part of the trial, enterprise will make four Nissan Leaf vehicles available for one year. The Council's travel planning team have been working with the Business Improvement District (BID) team to promote the EVFT initiative with local businesses.
- 2.16 Businesses will be able to rent an electric vehicle free on a daily basis in order to carry out their normal operational duties. The only cost to them will be a charge for the electricity used. It is hoped by using the electric vehicles businesses will see the benefits of EV use and consider more permanently using electric cars and fleets in the future.
- 2.17 An advert for an expression of interest in the EVFT went out to all local businesses via the BID team newsletter and other communications recently and as a result several businesses have already expressed an interest in taking part in the trial.

Electric Vehicle only streets

- 2.18 Station Road and College Road are currently open to buses, cycles and delivery vehicles only. It is the intention to develop proposals to restrict these roads to use by private ULEVs initially.
- 2.19 A review of The operation of similar schemes under development or currently in operation is currently being undertaken in order to determine the best way of taking forward this aspect of the scheme.

Staffing/workforce

- 2.20 The delivery of the neighbourhood of the future scheme is being undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants.

Performance Issues

- 2.21 The implementation of neighbourhood of the future scheme supports the wider aims, objectives and targets in the current Transport Local Implementation Plan 2 (LIP2) and draft LIP3 and helps to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.22 The current Transport Local Implementation Plan 2 (LIP2) and draft LIP3 have both undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the proposed programme of investment which includes cycling schemes.
- 2.23 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality. There are public health benefits associated with increased active travel which can reduce diabetes and obesity levels.

Risk Management Implications

- 2.24 Risk included on Directorate risk register? No
- 2.25 The delivery of a liveable neighbourhood scheme would be subject to separate risk assessments.

Legal Implications

- 2.26 There are no legal implications.

Financial Implications

- 2.27 The original GULCS funding allocation for the NoF over the 4 year period is as follows;

2016/17	£10k
2017/18	£80k
2018/19	£65k
2019/20	£25k
LIP match fund	£50k (year not specified)
Total	£230k

- 2.28 An amount of £30k has been carried forward from 2017/18, making a total NoF funding of £95k being available for 2018/19. There is also matching funding from the LIP in 2018/19 of £25k assigned to support the scheme.
- 2.29 The installation of electric charge points will require charges to customers for charging their vehicles. This will be administered on behalf of the Council by Chargemaster, the electric charge point supplier who will administer accounts and charge point RFID access cards for customers. Chargemaster will charge customers directly for using electricity and then refund the income to Harrow to offset energy supplier costs. The proposed Council charge to customers will be 18p per kwh. This makes an allowance for maintenance of charge points, and therefore it is anticipated that there will not be any net running cost to the Council. The charges will be subject to a separate approval via a Portfolio Holder decision.

Equalities implications / Public Sector Equality Duty

- 2.30 The neighbourhood of the future scheme was included in the current LIP2 and in the proposed LIP3.
- 2.31 Both LIP2 and LIP3 have been subject to a full Equalities Impact Assessment and have been identified as having no negative impact on any protected equality groups and with positive impacts on the disability and age equality groups.

Council Priorities

- 2.32 A neighbourhood of the future scheme would support the Harrow ambition plan and would 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 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 18/10/18		

Ward Councillors notified:	YES
EqIA carried out:	NO, a full EQIA has been undertaken on LIP3 which covers this work area. A separate EqIA is therefore not necessary.
EqIA cleared by:	N/A

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips – Transportation Team Leader
Team Leader Tel: 020 8424 1649, Fax: 020 8424 7662,
E-mail: Barry.Philips@harrow.gov.uk

Background Papers:

Local Implementation Plan 2

http://www.harrow.gov.uk/download/downloads/id/2299/local_implementation_plan

London OLEV Go Ultra Low City Scheme Bid

<https://www.londoncouncils.gov.uk/sites/default/files/FINAL%20London%20OLEV%20Bid%202015.10.2%20%281%29.pdf>

NoF bid document (TARSAP report 23 November 2016) -

<http://www.harrow.gov.uk/www2/documents/s140222/TARSAP%20Report%20-%20ULEZ%20-NoF%20Update%20-%20Nov%202016.pdf>

**Call-In Waived by the
Chair of Overview and
Scrutiny Committee**

NOT APPLICABLE

*[Call-in does not apply as the
report is for noting only]*