

## **ITEM 11: CHAIR'S REPORT (APPENDIX 1)**

### **Office for Low Emissions Vehicles – Go Ultra Low City Scheme**

**Briefing Note - June 2015**

#### **Office for Low Emissions Vehicles (OLEV)**

OLEV exists to drive the uptake of Ultra Low Emissions Vehicles by providing funding and considering policy changes. The previous Government committed £500,000,000 to OLEV for the period 2015-20, which is to be spread across a number of schemes, including the plug-in car and van grants, funding for cleaner taxis and buses, funding for cleaner public sector fleets and a £35,000,000 Go Ultra Low City Scheme, which is the subject of this briefing note.

#### **Summary of Guidance for Bidders**

The £35,000,000 Go Ultra Low City Scheme is a competition, which will see 2-4 cities share the funding. The primary objective of the scheme is to drive the uptake of Ultra Low Emission Vehicles (ULEVs) and 50% of OLEV's assessment of bids will be based on this. Additional considerations for OLEV when assessing the scheme will be achieving exemplar status, delivering air quality improvements, driving innovation, delivering schemes that are integrated with other initiatives and delivering measurable outcomes.

Funding is available to local authorities but OLEV's guidance suggests that cities that work with partners – businesses, universities and third sector organisations are more likely to be successful. The funding will be for capital projects and has not been State Aid cleared by the Government, meaning that local authorities must satisfy themselves that their proposals are consistent with State Aid regulations.

#### **Expressions of Interest**

Local authorities were required to submit an expression of interest in the scheme by 31 December 2014. A joint expression of interest was submitted by GLA, TfL and London Councils, on behalf of 18 boroughs that expressed a desire to be part of a potential bid at that time. See the list at appendix A.

#### **Screening Bid**

A screening bid, setting out the types of initiatives that a London bid would be likely to include, was submitted by the GLA, TfL and London Councils by 20 February 2015. 22 boroughs expressed an interest in being involved in the bid at this stage (also detailed in appendix A).

The screening bid made the case for why London should be one of the 2-4 cities that would receive funding. These included:

- London presents the best opportunity to maximise the uptake of ULEVs and boost the UK economy.

- As a world city, London presents the best opportunity to create an international exemplar.
- The bid will build on other schemes such as the ULEZ and the Source London network.
- London accounts for 49 of the 50 roads with the highest NO<sub>2</sub> concentrations in the UK.

The schemes proposed in the screening bid were:

- **£8m to match fund at least 8 ‘Neighbourhoods of the Future’** across London, at least half of which are expected to be located in outer London areas. ‘Neighbourhoods of the Future’ will create exemplar high-streets or local areas, the function of which is centred around ultra-low and zero emission vehicles, by implementing an intensive package of infrastructure, regulation, awareness-raising and innovation to provide for and prioritise ULEVs for delivery servicing and general vehicular access.
- **£6m for innovative residential charging infrastructure**, which could include solutions such as pop-up charge points that can retract below ground level, inductive charging and street furniture integration. It would also develop best practice guidance for the conversion of existing resident bays to charging bays.
- **£4m to retrofit at least 1,000 existing car-club bays with charge points** and a requirement for all car-club vehicles using these bays to be ultra-low emission.
- **£2m for up to 50 rapid charge points aimed at commercial fleet and freight vehicles**, potentially including innovative solutions such as mobile charging units, which will be installed to provide a strategic rapid charge network.

The screening bid was clear that the split of proposed funding between different elements of the bid will be developed in more detail in the full bid.

In March 2015, London’s was announced as one of 12 cities invited to prepare a full bid during the next phase of the competition.

#### Developing London’s Full Go Ultra Low City Scheme Bid

OLEV has published a deadline for full bids to be submitted of 31 August 2015. It has, however, indicated that it may extend this by approximately 2 weeks. London bid partners will need to submit the full bid by this deadline to be considered in the final stage of the competition.

Officers from a number of the interested boroughs have put themselves forward to be part of a working group, along with London Councils, GLA and TfL officers to develop the full bid. This work will be able to draw on research that is already in progress, such as a study of the potential options to address the challenge of providing charging points in areas with on-street parking, commissioned by Hackney Council on behalf of a number of boroughs and

TfL, and a study to consider the likely uptake of electric vehicles and the infrastructure impacts, commissioned by TfL.

The full bid will need to address how electric vehicle charging infrastructure in London will be delivered, managed and maintained, if the bid is successful, as this will impact on what the funding will be used for. An initial idea being explored is that this could be through a public-private partnership that would ensure that boroughs would not be liable for the charge points on a long-term basis.

The full bid also needs to consider how the proposed Neighbourhoods of the Future will be selected and the types of infrastructure, regulation, awareness-raising or innovation that might be expected in these areas. An initial idea is that this could be through a subsequent competition, if the bid is successful, which would see officials from OLEV and a number of London's peer cities assessing bids by interested boroughs (possibly with support from Business Improvement Districts, for example).

It is likely that the bid will be more successful if it is backed by a wide range of other organisations, including the electric vehicle industry, business groups and universities. The working group is considering how best to do this.

The chair's report to the London Councils' Transport and Environment Committee (TEC) on 18 June will suggest that the London bid should be discussed in more detail at the TEC Executive meeting on 16 July 2015 and should then be agreed on behalf of London Councils by the chairman and vice-chairmen of TEC prior to submission (along with agreement by TfL and GLA).

## **Appendix A: Interested Boroughs**

### **Boroughs included in the expression of interest (December 2014):**

10 individual London boroughs expressed their commitment to being part of this bid in December 2014:

- Barking and Dagenham
- Brent
- Camden
- City of London
- City of Westminster
- Croydon
- Islington
- Hackney
- Haringey
- Richmond

Two sub-regional partnerships also expressed their commitment to be part of the bid, on behalf of all their member boroughs in December 2014. The initial expression of interest, therefore, also included the following boroughs

#### **WestTRANS:**

- Ealing
- Harrow
- Hillingdon
- Hounslow,
- Hammersmith and Fulham

#### **CENTRAL:**

- Lambeth
- Southwark
- Kensington and Chelsea

### **Subsequent expressions of interest:**

The following boroughs contacted London Councils to say that they would be interested after December 2014:

- Greenwich
- Enfield
- Redbridge
- Waltham Forest