

Office for Low Emissions Vehicles – London's Go Ultra Low City Scheme

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To Cover:

- London Councils' involvement
- What is the Go Ultra Low City Scheme?
- The story so far
- Developing London's full bid

Role of London Councils



London Councils

- Represents London's 32 borough councils and the City of London.
- Cross-party organisation.
- Works on behalf of member authorities regardless of political persuasion.
- Transport and Environment Committee brings together transport and/or environment portfolio holders.

Go Ultra Low Bid – London Councils' Role

- Ensuring the bid recognises that boroughs are critical to delivery.
- Providing a forum to develop the ideas boroughs have put forward to date.
- Representing boroughs' views & experience in the preparation of the final bid
- Getting the buy-in of TEC

What is the Go Ultra Low City Scheme?

Headlines:

- 0LEV scheme
- £35,000,000
- 2-4 Cities
- Drive step change in adoption of ULEVs



Image - Freepik

Headlines (continued):



Image - Freepik

- Innovative
- Complement but not repeat other programmes
- Capital Funding
- Not State Aid cleared

Timetable:

- 31 December '14 – Expressions of interest
- 20 February '15 – Deadline for screening bids
- 11 March '15 – Shortlisted cities
- *31 August '15 – Deadline for submission?*
- *September / October '15 – Announcement?*

Assessment Criteria

- ULEV Uptake – 50%
- Becoming an exemplar – 10%
- Air quality improvement – 20%
- Innovation – 5%
- Linking with other schemes – 5%
- Monitoring – 10%



The Story so far...

Expressions of interest

- London Councils asked boroughs in late 2014
- 18 boroughs expressed interest themselves or were covered by a sub-regional partnership
- Growing all the time.
- Joint bid with GLA and TfL

Boroughs covered:

- Barking & Dagenham
- Brent
- Camden
- City of London
- Croydon
- Ealing
- Enfield
- Greenwich
- Hackney
- Hammersmith & Fulham
- Harrow
- Haringey
- Hillingdon
- Hounslow
- Islington
- Kensington & Chelsea
- Lambeth
- Redbridge
- Richmond
- Southwark
- Waltham Forest
- Westminster

Screening Bid

- Boroughs
 - Fed in initial ideas
 - Met to discuss the elements of the bid
 - Commented on the draft bid.
- Worked up with GLA and TfL

Elements of the Screening Bid

- Why London?
 - Growing market for electric vehicles
 - Opportunity to create an international exemplar
 - Poor air quality in parts of the city

Elements of the Screening Bid



- Neighbourhoods of the Future
 - £8,000,000 for 8 neighbourhoods
 - Infrastructure, regulation, awareness-raising
 - Encompass the diversity of the built environment and social mix.
 - Local exemplars

Elements of the Screening Bid

- Residential Charging Infrastructure
 - £6,000,000
 - Tackle issues related to EV charging for on-street parking
 - Build on research being led by boroughs
 - Complement Source London's role as a public network
 - Good practice guidance



Elements of the Screening Bid

- Retrofit car-club bays
 - £4,000,000
 - Infrastructure accompanied by targets for car clubs.
 - Bays only accessible to ULEVs

Elements of the Screening Bid



- Rapid charge points for commercial fleet
 - £2,000,000
 - Rapid network.
 - To draw on research being carried out by TfL
 - Scope for innovative solutions

Success at Screening Stage

London is one of 12 'cities' invited to submit a full bid

Developing London's full bid

Towards the full bid:

- OLEV to confirm the timetable!
- Details need to be worked up
 - What are we offering to do?
 - Where?
 - How much does it cost?
 - Who owns and manages the infrastructure?

Towards the full bid (cont.):

- Continuing to engage
 - Working group of borough officers
- What partners will support us?
- Political support at all levels
 - What process do boroughs that want this funding need to go through?

Towards the full bid (cont.):

Welcoming new ideas

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