

Report for: Cabinet – 13th November 2018

Title: Ultra-Low Emission Vehicle Action Plan

Report authorised by : Helen Fisher, Interim Director of Housing, Regeneration, and Planning

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Ward(s) affected: All

**Report for Key/
Non Key Decision: Key decision**

1. Describe the issue under consideration

- 1.1. Cabinet is asked to approve the Draft Ultra-Low Emission Vehicle Action Plan (2018-2028) and for it to go out for a two month public consultation. This Draft Action Plan sets out the borough's vision, aims and objectives for the next 10 years to increase the uptake of ultra-low emission vehicles. It directly supports the overarching Haringey Transport Strategy, and feeds into Haringey's Zero Carbon by 2050 work and emerging Air Quality Action Plan 2019-2023. The Ultra-Low Emission Vehicle Action Plan will be the first of its kind for Haringey Council.
- 1.2. The vision of the Draft Action Plan is to facilitate the transition towards an ultra-low emission vehicle Haringey. Through providing infrastructure, education and advice, the intention is to improve local air quality and deliver the Council's climate change ambitions.
- 1.3. Following Cabinet on 13th November 2018, the Draft Action Plan should go out for public consultation. Carbon Management and relevant service areas will review comments from public consultation. The Action Plan will be revised accordingly and published.

2. Cabinet Member Introduction (Councillor Hearn, Cabinet Member for Environment)

- 2.1 I am proud to introduce Haringey's first Ultra-Low Emission Vehicle Action Plan. The Council are committed to improving the quality of life for all residents in the borough. Haringey are taking action to improve air quality, reduce noise pollution and greenhouse gas emissions, and promote public health. We are supporting the uptake of electric and other ultra-low emission vehicles in the borough. Climate change is a threat to all nations of the world. We have no alternative but to act now for the benefit of future generations. Having clean transport technologies enables us to do this.

- 2.2 We are promoting walking and cycling as our preferred transport choice, but some of our transport needs will only be delivered by vehicles. We want these vehicles to be the least polluting as possible. The Council has been working on supporting electric vehicle uptake for some years, responding to the local demand. In 2014, there were 94 electric vehicles in Haringey, in 2017 there were 225, and by 2020 we expect approximately 1000 electric vehicles in Haringey. To support these users the Council will soon have installed 35 standard charging points and 6 rapid charging points across the borough.
- 2.3 We want to implement and encourage innovative solutions to enable people and businesses to switch to this cleaner future. We are engaging with local businesses, developing Wood Green into a 'Neighbourhood of the Future', and working with academia and start-ups to show support for innovative solutions. Our aim is to ensure that the take up of this technology remains high across the community. This Action Plan sets the Council's policy position on ultra-low emission vehicles and will monitor our performance in delivering this.
- 2.4 Haringey is a vibrant and diverse borough. We have a wide array of communities which means we have over 100 languages spoken in the borough. We are home to many LGBT people; 21 percent of our population is under 16 and 12 percent over 60; 14 percent are disabled people. Equality, diversity and inclusion is at the heart of what we do. We want to ensure everyone can be a part of this transition and that it is accessible to all in our community.
- 2.5 Together we can address the challenge of stopping climate change. The introduction of the inner London Ultra Low Emission Zone, the Mayor's targets for air quality, and the banning of all diesel and petrol sales post 2040 are part of making that change. We aim to break down the barriers to electric vehicle uptake and ensure residents and businesses are ready for a positive shift to clean transport. We owe it to our children and our children's children to take this action now.

3. Recommendations

- 3.1. It is recommended that Cabinet:
- i) approves the Draft Action Plan;
 - ii) agrees that the Draft Action Plan be published for public consultation; and
 - iii) following public consultation, gives delegated authority to the Director of Housing, Regeneration and Planning to sign off the Final Action Plan, which will be amended based on public consultation.

4. Reasons for decision

- 4.1. By developing an Action Plan, the borough can have a co-ordinated approach to future proofing the borough ahead of a growth in electric vehicles. In light of

the Ultra-Low Emission Zone expanding to inner London in 2021, residents and businesses with the most polluting vehicles will incur a daily charge. The Council needs to steer the transition to ultra-low emission vehicles to be ahead of technology developments and regional/national policy developments on air pollution and climate change.

4.2. The Draft Action Plan sets out the following objectives:

(a) Increase public awareness of ultra-low emission vehicles and charging technology through campaigns and education

As ultra-low emission vehicles are not yet widespread, there are many questions and doubt surrounding the switch to electric vehicles. Campaigns and events, amongst other communicative mediums, are an important way to directly engage with potential users and to help alleviate any concerns they may have. Utilising the extensive research into attitudes and behaviours surrounding electric vehicle adoption can aid how we target potential users to alleviate barriers.

(b) For the Council fleets to lead by example and have an all ultra-low emission fleet by 2030

It is imperative that the Council takes action with their own fleets and seeks to phase out the use of traditional combustion vehicles where possible. This aligns with the emerging Air Quality Action Plan 2019-2023. This shows the residents and businesses in the borough that the Council also take responsibility for emissions and will tackle them head on. Electric cars have a significantly lower running cost than traditional combustion vehicles and therefore, electrifying the Council fleet would induce cost savings to the Council in the long term.

(c) To collaborate with partners to ensure all commercial fleets operating in the borough are ultra-low emission vehicles by 2040

Tackling private-car use and the Council fleet alone is insufficient to achieve a significant decrease in transport-related emissions and the shift in private car use should filter into other aspects of the borough's transport. Therefore, working with a wide range of partners (e.g. bus operators, local businesses and small- and medium-sized enterprises, service stations, taxis and private-hire vehicles, car clubs and canal boats) allows us to realise emissions benefits in all sectors of road transport, as well as including our waterways.

(d) To develop an electric vehicle charging network in line with expected demand over the next 10 years

Transport for London have predicted the number of electric vehicle registrations for all London boroughs. These scenarios cover expected levels of demand in 2020 and 2025, with both a baseline scenario and high uptake scenario. In the '2020 high uptake' scenario, all wards will have at least 25 electric vehicles, with some wards having at least 50, and others with at least 75. We expect there to be 3 number of users per on-street charging point, and therefore most wards require at least 8 number of charging points, with some wards needing 16 and others requiring 25.

(e) To be a leader in innovation for carbon-friendly and cost-efficient charging technology

We want the borough to be a test-bed for new and upcoming charging technologies which lead to carbon-friendly modes of transport, as well as to keep charging cost-efficient to users.

- 4.3 In order to test and refine the Action Plan, and promote its 'ownership' in the wider Haringey Community, it is proposed that the Draft Action Plan be published for a period of public consultation. Following that consultation, it is proposed that the Director of Housing, Regeneration and Planning be given delegated authority to approve the Final Action Plan which will be amended on the basis of public consultation.

5. Alternative options considered

5.1. Do nothing

The Action Plan would not be developed and published. This is not an option as the overarching Haringey's Transport Strategy (2018-2028) has committed the Council to deliver a sustainable transport action plan with the Ultra-Low Emission Vehicle Action Plan directly supporting Outcome 3 of the Transport Strategy. This would compromise the reputation of the Council. Furthermore, under 'do nothing', the Council would:

- A. have no coherent strategy to navigate the shift to electric vehicles, causing Haringey to fall behind regional and UK progress
- B. not have a plan to support the national government and regional government programmes to deliver ultra-low emission vehicles
- C. not a planned approach to mitigate the negative impacts of the Ultra-Low Emission Zone on residents and businesses
- D. miss an opportunity to generate income from charging infrastructure

5.2. Propose an Action Plan of narrower scope and ambition

An Action Plan of this nature is not common to local councils. To pursue this narrower, less ambitious approach would risk reducing Haringey's ability to drive ultra-low emission vehicle uptake and mitigate transport-related emissions. Some councils have an 'Electric Vehicle Charging Point Delivery Plan' however, Haringey's Draft Action Plan goes into greater detail and encompasses a wider scope (e.g. electrifying the private sector, incorporating vehicles on our waterways, public education and awareness of electric vehicles, and set timeframes within which we want to achieve our objectives).

5.3 Not consult on the Draft Action Plan

A lack of public consultation would mean local views are neglected in development of this plan, especially when it is an issue that will affect all residents and business (e.g. the introduction of an Ultra-Low Emission Zone).

6. Background information

- 6.1. Air pollution is increasingly high on the political agenda due to concerns about the impacts of high levels of toxic air on public health. The transport sector is also the biggest emitter of greenhouse gas emissions in the UK. Therefore, ultra-low emission vehicles are a viable solution which will help alleviate both environmental issues.

- 6.2. The need to tackle air pollution and climate change has been echoed through many regional and national documents:
 - 6.2.1. Air Quality Strategy (Department for Environment, Food and Rural Affairs, 2007). The strategy describes the Local Air Quality Management regime that has been established, whereby every authority has to carry out regular reviews and assessments of air quality in its area to identify whether the objectives have been, or will be, achieved at relevant locations, by the applicable date. If this is not the case, the authority must declare an Air Quality Management Area, and prepare an action plan which identifies appropriate measures that will be introduced in pursuit of the objectives.
 - 6.2.2. Government Air Quality Plan: UK plan for tackling roadside nitrogen dioxide concentrations 2017. This is a statutory air quality plan for nitrogen dioxide, setting out how the UK will be reducing roadside nitrogen dioxide concentrations.
 - 6.2.3. The Draft New London Plan 2017 which includes Policy T2: Healthy Streets – improving health and reducing health inequalities, vehicle emissions and noise.
 - 6.2.4. The Mayor’s Transport Strategy 2018, which includes Policy 6 on air quality, Policy 7 on zero carbon, and Policy 9 – Climate change
 - 6.2.5. The Mayor’s Air Quality Strategy, 2010
- 6.3. The Council has also made a number of local commitments in this field:
 - A. Haringey’s Manifesto – Haringey Zero by 2050
 - B. Haringey’s Air Quality Action Plan 2019-2023 (emerging)
 - C. Wood Green Area Action Plan (2017, emerging)
 - D. Borough Plan (2018, emerging)
- 6.4. Relevant service areas have been consulted in the development of the Draft Action Plan. Comments from these service areas have been incorporated.
- 6.5. Following the Cabinet meeting on 13th November 2018, the Draft Action Plan will go out for public consultation between November 2018 and January 2019. The consultation will be held online on the Council’s website. Comments will be tracked and can be directly responded to.
- 6.6. The Action Plan will be presented through information sessions to relevant interest groups in the borough:
 - A. Haringey Climate Forum (The Community Energy Lab, Muswell Hill Sustainability Group, EN10ERGY, Friends of the Earth Tottenham and Wood Green, Living Under One Sun, and the Highgate Society)
 - B. Haringey Transport Forum
 - C. As well as low income groups in the community and small and medium sized enterprises.
- 6.7. Transport for London and the Greater London Authority will also be consulted, as will car manufacturers and existing electric vehicle networks.

6.8 Individual comments will be managed by the Carbon Management team, which will consult relevant service areas in responding to comments and revising the Action Plan.

7. Contribution to strategic outcomes

7.1. The benefits of ultra-low emission vehicles crosscut many sectors, most notably air pollution, climate change, public health and economic growth. This Action Plan contributes to priorities across the Council's draft Borough Plan for 2019-23, most notably Priority 3 (Place).

8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

8.1. Finance

8.1.1. The report requests Cabinet to approve the draft action plan and for the Council to engage in public consultation.

8.1.2. The Draft Action plan proposes a number of actions to achieve the objectives as set out in 4.3-4.8 above.

8.1.3. The Council has secured a number of revenue and capital streams, which fund the delivery of the objectives. Funding streams include:

- a. The Council: relevant service area budgets and Section 106 agreements
- b. Transport for London (Go Ultra Low City Scheme, Neighbourhoods of the Future, Local Implementation Plan),
- c. private operators,
- d. the commercial sector
- e. Private developers.

8.1.4. After Consultation, many of the actions will require Cabinet approval and will therefore be subject to individual financial appraisals.

8.1.5. The cost of the consultation will be met from the Carbon Management budget.

8.2. Procurement

8.2.1. Having read the report it is the view of Strategic Procurement that the emissions reductions target is both a laudable and achievable project. Strategic Procurement is fully supportive of, and aligned with, the project to reduce emissions across the Borough of Haringey. Currently, there is not a definitive Procurement strategy in place that we can go through. It is assumed that a procurement strategy will be developed in the near future. Furthermore, the new strategy will facilitate the improvement of the quality of air within Haringey [and beyond]. Clearly, Strategic Procurement will look to work with all salient stakeholders to deliver this aspiration.

8.3. Legal

8.3.1. There are no specific legal implications arising out of this report other than as referenced in the Action Plan. All initiatives and projects carried out will need to comply with domestic and European legislation.

8.4. Equality – Hugh Smith, Policy and Equalities Officer

8.4.1. The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- A. Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- B. Advance equality of opportunity between people who share those protected characteristics and people who do not
- C. Foster good relations between people who share those characteristics and people who do not.

8.4.2. The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

8.4.3. This decision relates to Haringey Council's Transport Strategy, which was approved by Cabinet in March 2018 and was accompanied by an Equalities Impact Assessment, which is accessible at [this link](#).

8.4.4. The objectives of the Ultra-Low Emission Vehicle Action Plan are:

- A. Develop an electric vehicle charging network in line with expected demand over the next 10 years
- B. For the Council fleets to lead by example on ultra-low emission vehicles
- C. To be a leader in innovation for carbon-friendly and cost-efficient charging technology
- D. To collaborate with partners to ensure all commercial fleets operating in the borough are ultra-low emission vehicles by 2040
- E. Increase public awareness of ultra-low emission vehicles and charging technology through campaigns and education

8.4.5. Provision of electric vehicle charging infrastructure is intended to increase uptake among Haringey residents of low emission vehicles and thereby have a positive impact on air quality. Due to unequal concentrations of air pollutants in the borough, air pollution is known to disproportionately affect black, Asian and ethnic minority residents and members of minority religious groups. In addition, children and young people, older people, pregnant women, and individuals with disabilities and long-term health conditions are known to be disproportionately affected by air pollution. The action plan takes into consideration the needs of individuals with disabilities and parents with young children by committing to accessible charging infrastructure. The action plan will therefore help address known inequalities and benefit individuals and groups with protected characteristics.

8.4.6. The action plan takes into consideration Transport for London's modelling for demand for ultra-low emission vehicles. It is anticipated that demand for ultra-low emission vehicles will be highest in Alexandra, Highgate, Crouch End, and

Muswell Hill wards. It is notable that these wards have higher proportions of residents over the age of 65 than the Haringey average. Provision of ultra-low emission vehicle charging infrastructure therefore provides a low-emission travel option for residents who may be less able to walk or cycle.

- 8.4.7. The Ultra Low Emission Zone will impose financial penalties on non-compliant vehicles to improve air quality. In 2021, the Ultra-Low Emission Zone will expand to inner London up to the North and South Circular roads for cars and vans, which includes Haringey. Once in force, the drivers of the most polluting cars and vans will have to pay an extra £12.50 to enter the Ultra-Low Emission Zone. Ultra-low emission vehicles will be exempt from these charges. Households on low incomes are most likely to own the vehicles that will be subject to the ultra-low emission zone charge, as these tend to be older vehicles. It can be inferred that black, Asian and ethnic minority households, those from minority religious or faith groups, lone parent households, and those with disabilities are more likely to own vehicles that will be subject to the Ultra-Low Emission Zone charge as these households tend to have low incomes. Provision of ultra-low emission vehicle infrastructure and efforts to raise awareness of ultra-low emission vehicles and charging technology will therefore help to enable residents with protected characteristics to avoid being subject to the Ultra-Low Emission Zone charge and will therefore mitigate a potential inequality arising from the implementation of the Ultra-Low Emission Zone.

9. Use of Appendices

- 9.1. Ultra-Low Emission Vehicle Action Plan

10. Local Government (Access to Information) Act 1985

- 10.1. Haringey Transport Strategy 2018-2028:

A. https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_transport_strategy_2018.pdf