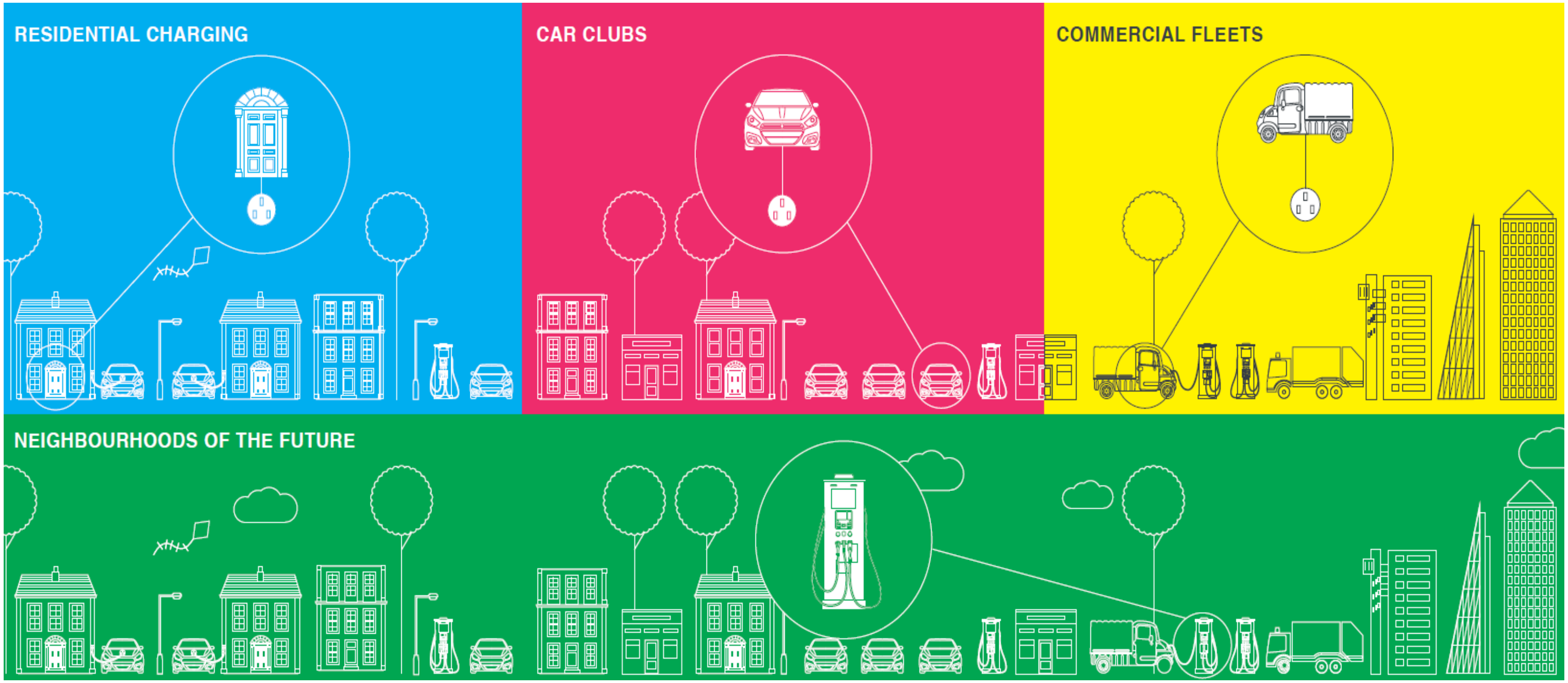
London as an ultra low emissions vehicle capital

Go Ultra Low City Scheme



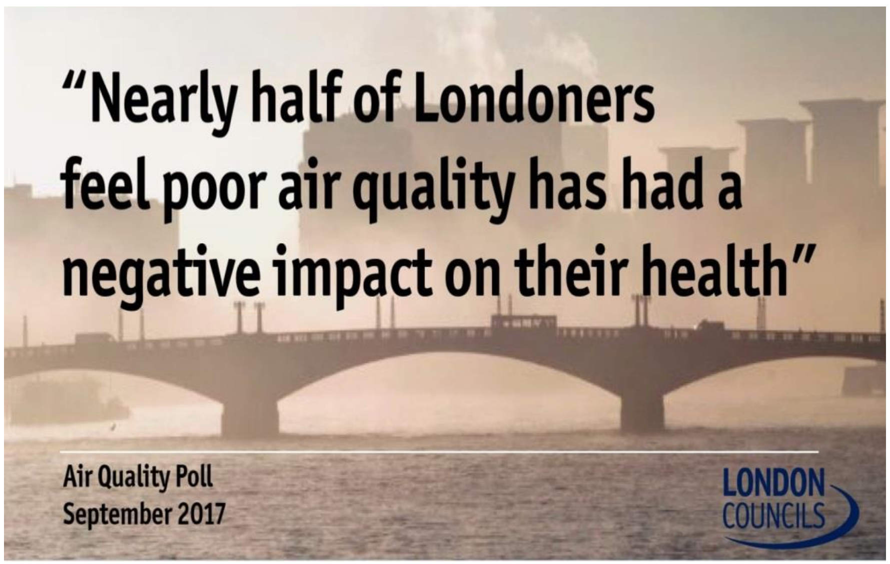
Background

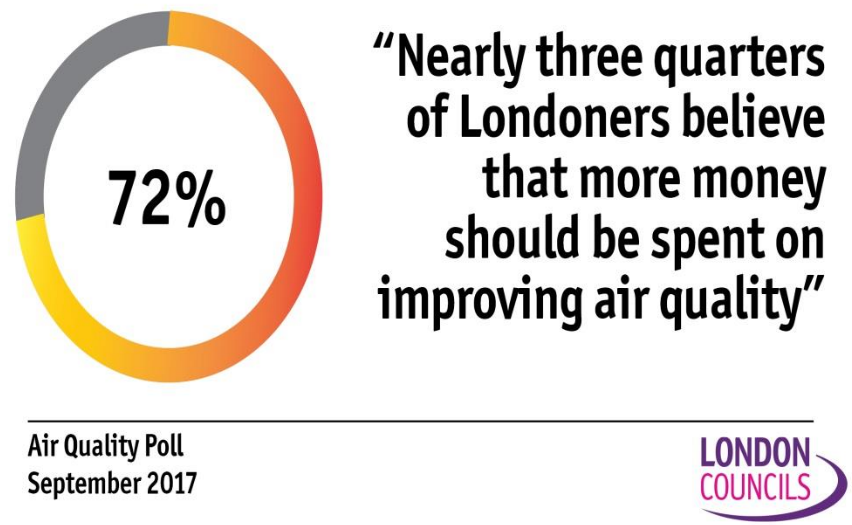
"London has a vision to become an ultra low emission vehicle capital"

Air Pollution

Long-term exposure estimated to cause the equivalent of 9,400 deaths in London per year.

Most vulnerable parts of society suffer the biggest impact





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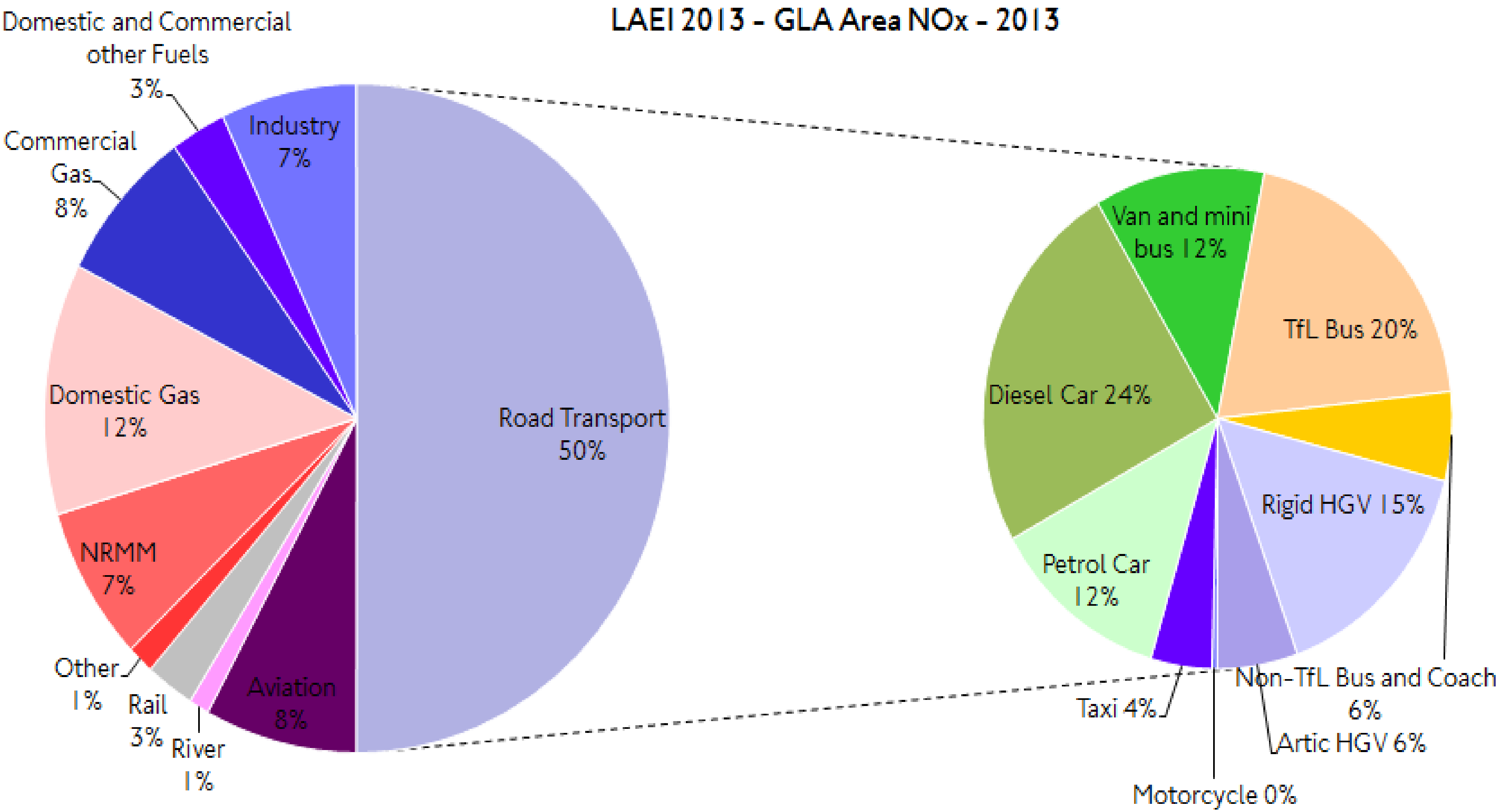
Air Pollution



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On-street residential charging

Overcoming the barriers to allow ULEV owners to charge at home

Car Clubs

Supporting the transition to 50% ULEV fleet by 2025

Commercial Fleets

Unlocking ULEV use for fleets by installing rapid charging infrastructure

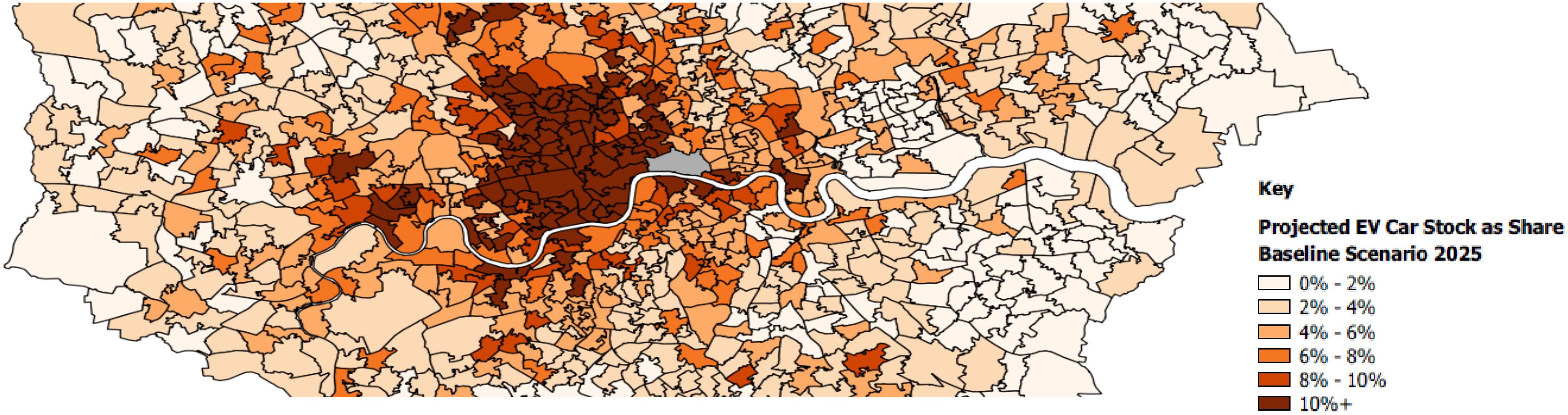
Neighbourhoods of the Future

Six borough-led local schemes to radically increase the uptake of ULEVs

On-street residential charging & car clubs

London Councils is leading the borough engagement for the procurement of the residential and car club work streams with procurement support from TfL. GLA providing strategic advice and OLEV is providing the funding.

The residential and car club charging work stream is split into 2 phases



Phase 1

Install approx. over a 1000 electric vehicle charge points for residential and car clubs by:

- **Managing procurement process**
- **Providing economies of scale**
- **Enabling greater levels of interoperability**

Phase 2

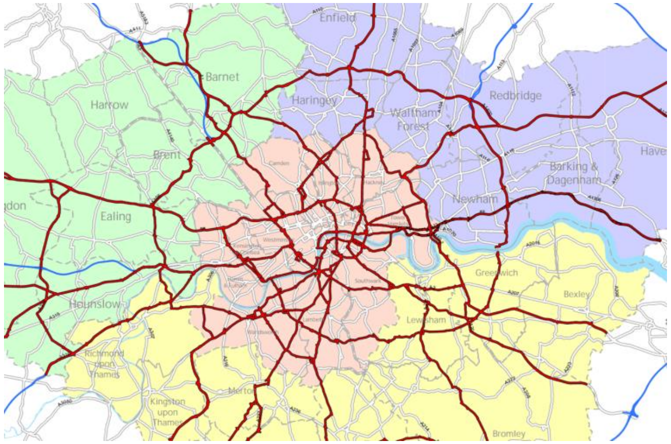
- **Depending on the outcomes of phase 1**
- **Aim to establish a London-wide delivery partnership for deploying and managing residential and car club charging points across London by 2020**

Innovative Aspects

Project provides technical and delivery innovations and enables innovative policy development.

- Trial innovative charging solutions – lamp post charging.

- London only city in the world with both a Low Emission Zone and Congestion Charge Zone (and soon an Ultra Low Emission Zone).



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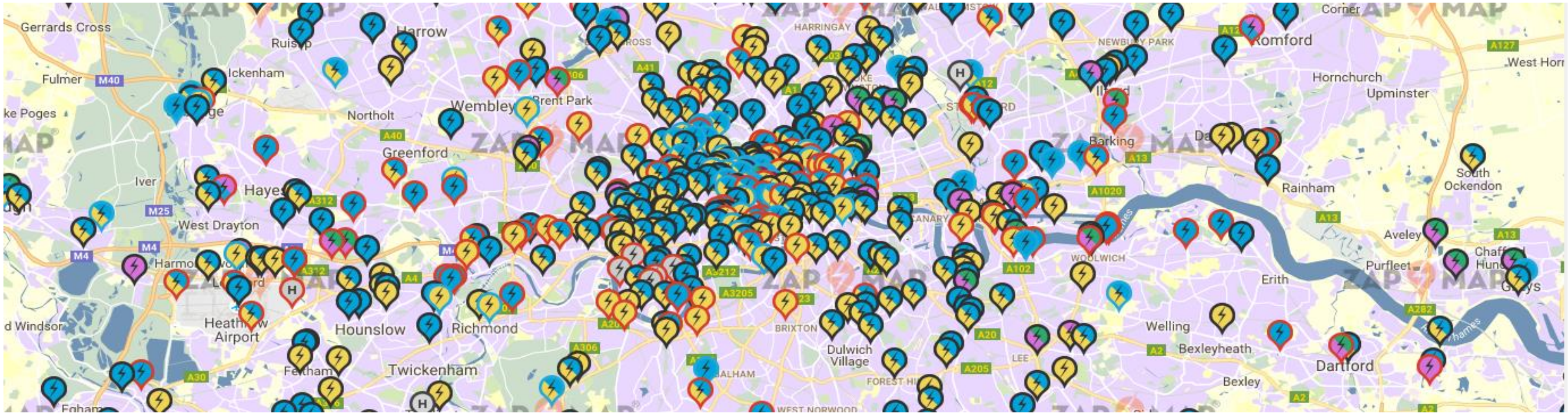
Innovative Aspects

- TfL has undertaken suite of research to determine suitable locations for charging infrastructure based on potential demand for ULEVs
- A pan-London procurement process and maintenance of EVCPs is expected to drive down costs for London boroughs.
- New approach to parking policy in combination with innovative lamp post charging – dedicated bays no longer mandatory. Due to lower costs, more can be procured and installed negating the need for dedicated parking bays.
- Trials in the Royal Borough of Kensington and Chelsea

Results

The project has set a number of ambitious targets, such as installing over 1000 EVCPs by 2020, which will contribute to the conditions to realise independent projections for 70k ULEVs to be sold in London by 2020.

The impacts of the project will continue to be monitored and reported on.



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Lessons Learned

The trials in Royal Borough of Kensington & Chelsea and London Borough of Hounslow using lamp post columns has informed the development of GULCS.
Advantages and disadvantages identified include:

- **Limited impact on street-scape**
- **Lamp columns provide a slower charge which is suited to overnight charging – less pressure on the grid.**
- **Easy and low cost**

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