

Cleaner Transport

28. Discouraging unnecessary idling by taxis and other vehicles (e.g. through anti-idling campaigns or fines).

Currently it is an offence to leave a vehicle engine idling unnecessarily whilst parked (under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) regulations 2002. How proactively this legislation is enforced is a matter for the local authority in question. In Ealing borough, there will be some anti-idling signs in Horn Lane (as part of a wider project to improve air quality in that area) and at Haven Green it is written into bus contracts that they shouldn't be idling. It is proposed that the street enforcement teams are approached about including anti-idling on their rounds. It is considered at present not to be cost effective to include Fixed Penalty Notices, but instead just to raise awareness of idling.

29. Speed Control Measures.

Research on the direct air quality impacts of lowering speed limits to 20 mph seem to indicate that concentrations will neither rise nor fall dramatically. The main benefits of 20 mph zones are considered to be related to road safety and enhancing cyclist and pedestrian experience and hence encouraging modal shift to more active travel. In Ealing, there are already a number of 20 mph area wide speed limits in operation and there are aspirations to extend these further.

30. Increasing the proportion of electric and hydrogen vehicles and low emission vehicles in Car Clubs.

Car club members have access to a car when you need one, but without the inconvenience and cost of owning one. They can reduce congestion, reduce parking pressure, reduce pollution and encourage other sustainable transport modes. Ealing has 91 Car Club bays across the borough and 3 companies operating them. There is already a target in Ealing to incorporate Electric Vehicles into the Car Club fleet and this is being progressed. The GLA is also working towards overcoming the challenges of introducing EVs into car club fleets (namely charging infrastructure, ensuring the reliability of finding a vehicle fully charged, and supporting customers to be confident in driving and recharging EVs).

31. Very Important Pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives.

In Ealing borough there are 25 different areas registered under the PlayStreet initiative. The PlayStreet is a 2-3 hour, stewarded road closure for children to play out safely in the street once a month. Although unlikely to improve air quality as an annual average concentration, they increase the awareness of car-free environments.

32. Free or nominal parking charges at existing parking meters for zero emission cars.

This provides a significant incentive for people to choose zero or low emission vehicles, especially where parking charges are high. This could be implemented in a relatively simple and low cost way (by providing exemption permits). This policy could be time limited. This measure is currently under discussion regarding the feasibility of being taken forward.

33. Free or low cost residential parking permits for zero emission cars.

Islington have had a tiered parking permit system since 2008 where parking is completely free for EVs. Other boroughs also offer free or very low cost residents parking permits to EVs. This could be used as part of a package of measures to help drive the uptake of EVs. This measure is currently under discussion regarding the feasibility of being taken forward.

34. Surcharge on diesel vehicles below Euro 6 standards for Residents and Controlled Parking Zone permits.

This has been successfully implemented by Islington as part of a wider parking strategy based on emissions of vehicles. This measure is currently under discussion regarding the feasibility of being taken forward.

35. Installation of residential electric charging points.

There are complexities involved in installing residents charge points but they are also crucial in stimulating the uptake of cleaner vehicles because in London two thirds of households do not have access to off street parking. Recharging at home, at night seems to be natural recharging behaviour for plug in drivers. Westminster is talking the following approach to resident charge point installation, which is proving to be very effective:

- Use visitor parking bays, rather than residential bays, where possible. This minimises local resistance, although it does have an impact on council revenues;

- When a ratio of 3 cars to 1 charge point is reached, look at installing an additional residential EV bay on the street; and
- Use an app based booking system which restricts the amount of time a resident can spend in a residential EV bay. Following the allotted time, the vehicle must move to a standard residential bay.

In Ealing, residential charging points are being implemented as part of new developments. There is 75% funding available from the Office for Low Emission Vehicles (OLEV) which is subject to a maximum cap.

36. Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/ or OLEV).

Rapid chargers enable batteries to be charged much more quickly, enabling longer journeys without the need for lengthy recharging stops. The government is committed to building a national charge point infrastructure and funding has been made available for this. In Ealing there are charging points at 3 car parks which are managed by Source London. Options for taxis, and commercial vehicles are currently under consideration.

37. Reallocation of Road Space; reducing parking in accessible destinations and/ or restricting parking on congested high streets and busy roads to improve bus journey times, cycling experience and reduce emissions caused by congested traffic.

The Local Implementation Plan includes a number of specific schemes which work towards reallocation of road space, for example the Sudbury Village scheme. This is a tri-borough scheme (Ealing, Harrow and Brent) encompassing two stations (Sudbury Hill and Sudbury Hill Harrow Station) and the parade of shops to the south. A series of interventions such as realignment of the carriageways, rationalisation of parking, and relocation of bus stops means the project will enable a greater sense of space, ease congestion, improve access for all users, but especially pedestrians and cyclists. Likewise, the ongoing project at Ealing Broadway enhances pedestrian and cycle routes from surrounding areas to the station and improves cycle parking among a range of other improvements. These sorts of schemes will continue to be identified and implemented through the LIP, and reported via LLAQM to the GLA, as well as through LIP processes.

38. Provision of Infrastructure to support Walking and Cycling

One of the central themes of the Local Implementation Plan is the encouragement of Walking and Cycling. With regards to walking, key actions for the council are to encourage more walking through school and workplace travel planning, implement improvements of pedestrian facilities through multimodal corridors, particularly in and around town centres, and incorporate walking routes into major schemes e.g. improving town centres, station access etc. In relation to cycling, the key actions for the Council include introducing significant cycle infrastructure developed as part of the 'Mini-Holland' bid, promoting the on-road cycle training programme, installing new secure cycle parking stands near stations and town centres and introducing cycling hubs to promote and support cycling in strategic locations throughout the borough. There are also plans to expand the off-road cycle route network, encourage more cycling through school and workplace travel planning, and broader education and awareness campaigns and promote a campaign with the health professionals to provide travel advice to health residents with health issues become more active.