

REPORT OF THE CHIEF EXECUTIVE

<p>OVERVIEW AND SCRUTINY</p> <p>REPORT OF THE LIVING IN HACKNEY SCRUTINY COMMISSION</p> <p>Review into Air Quality</p> <p>Living in Hackney Scrutiny Commission – 10th July 2017</p> <p>Cabinet – 18th September 2017</p> <p>Council – 25th October 2017</p>	<p>Classification</p> <p>Public</p>	<p>Enclosures</p> <p>Appendix 1 Air Quality Scrutiny Review - Report</p> <p>Appendix 2 Executive Response</p>
	<p>Ward(s) affected</p> <p>All</p>	

Introduction

This review was set in a context of high and often illegal levels of air pollution, both in Hackney and London. The issue brings significant health impact; it is estimated to have caused the equivalent of up to 9,400 deaths in London in 2010.

Hackney specific data on health impacts are limited. However long term exposure to particulate matter (PM2.5) alone is thought to be attributable to 5.6% of mortality in the borough. This is 39% higher than the UK average and ranks as the 8th worst in London. Children are one of the groups most vulnerable to the effects of air pollution and many schools are in areas exceeding safe levels.

Whilst there are a number of drivers of air pollution in Hackney, road transport is (at least currently) the key cause. The Commission heard evidence that changes at London and national levels are needed in order to bring pollution levels to legal - let alone safe - levels. The review included challenge to both the GLA and Defra on actions being taken.

This report gives support to the London Mayor on his introduction of the Emissions Charge and his move to implement an Ultra Low Emissions Zone (ULEZ) at an earlier point than previously planned. This said, it asks him to go further by setting out plans to extend the ULEZ London wide and to incrementally move to a full diesel ban.

The Commission learned about *filtered permeability schemes*, delivered within the concept that networks for walking, cycling and or public transport should be more permeable for users than the road network is for motor vehicles. These include schemes which close roads to through motor traffic whilst allowing access by bike or foot. The report asks the Council to give greater assurance on its responsiveness to these schemes and to improve the consultation and engagement on them. Overall it reaches a view that schemes are likely to reduce overall traffic levels and therefore pollution, and to deliver other wider health benefits. It also suggests that the Council continues to use them as a tool to help mitigate the environmental impact of both population and employment growth.

The report explores how parking controls might be used to bring air pollution reduction benefits. This relates to areas where schemes have been delivered but also in roads leading to them. The caveat to this is the harm which residents living in uncontrolled parking areas experience when controls are brought to other adjacent areas. The Commission makes a case for bringing controlled parking to all areas of the borough and contests points made around current policies not allowing for this.

Another aspect explored is the key role the Council plays in communicating to residents about air pollution, whether it's advice on reducing exposure, education about the scale of the issue and changes which need to be made. The Council promotes the service alerting subscribers when pollution reaches high levels, and other initiatives which are relevant to the agenda. The Commission asks that this work is expanded.

Finally, the Commission explored how the Council ensures that air quality considerations play a full part in individual planning decisions and identified a need for closer working between the service giving the advice and the services receiving it.

The report makes 17 recommendations.

RECOMMENDATION

Council is requested to note the Commission's report and the response to it from the Executive.

Report originating officer: Tom Thorn, Scrutiny Officer - 0208 356 8186 / thomas.thorn@hackney.gov.uk.