

**REPORT OF CABINET MEMBER FOR NEIGHBOURHOODS
TRANSPORT AND PARKS CLLR FERYAL DEMIRCI**

Executive response to Living in Hackney Scrutiny Commission Review into Air Quality Cabinet: 18 September 2017	Classification Public	Enclosures Living in Hackney Scrutiny Commission Review into Air Quality report and recommendations
	Ward(s) affected All	

1. INTRODUCTION

1.1 The impact of air pollution on health is a recognised problem that needs to be tackled globally. The Worldwide Health Organisation has warned that it is causing an estimated 40,000 premature deaths in the UK and millions worldwide, exacerbating conditions such as heart disease and asthma. At a national level, London has some of the highest pollution levels in the country. A 2015 King's College London study found air pollution in London had been linked to 9,400 premature deaths a year.

1.2 Hackney is currently implementing a wide range of initiatives aimed at improving and mitigating against poor air quality and is leading the way on sustainable transport. In 2015 Hackney adopted its Air Quality Action Plan (2015-2019) and Transport Strategy (2015-2025), setting out an ambitious programme of measures working towards meeting national air quality objectives and making Hackney's transport system a model for sustainable urban living in London. These measures include:

- **The School Streets project** - which enforces road closures during drop off and pick up times, and the Schools' Air Quality Monitoring project, which uses monitoring and audits to communicate and recommend effective measures to minimise exposure to poor air quality.
- **The Zero Emissions Network (ZEN) Project** - a National award-winning local air quality business liaison initiative set up by Hackney to engage with businesses in the City Fringe across Hackney, Tower Hamlets and Islington. ZEN has recruited 1,058 businesses, funded 568 measures to improve air quality and reached 55,000 people via a range of channels.
- **Delivering a Low Emissions Neighbourhood (LEN)** in and around Shoreditch with **London boroughs of Tower Hamlets and Islington**. The first year has seen the introduction of improved junction treatments to prioritise walking and cycling; a roaming parklet; tree planting and cycle parking. The project will also see 12 public realm schemes implemented to encourage a shift to walking and cycling.
- **Neighbourhoods of the Future (NoF)** - Hackney is the lead borough for the City Fringe NoF, working in partnership with LB Islington and LB Tower Hamlets. The scheme has committed to delivering at least 6 Electric Streets, which will support the uptake and encourage a shift to electric vehicles through charging infrastructure and restrictions to prioritise low emission vehicles.
- **Cycling initiatives** - to deliver better facilities and routes for cycling; to boost the uptake of cycling and to reduce dangerous rat running. In 2016/17 the Council created a further 1012 on and off street parking spaces; completed sections of the CS1 Super Cycle

Highway in the south of the borough and broke the world record for the “most number of riders in a bike bus” during our annual Bike Around the Borough event, aimed at getting children cycling.

- **Greening the Council Fleet** - The Fleet Project has installed 35 electric charging points over the last year and is aiming to increase the number of electric fleet vehicles to over 50 vehicles in the next two years. This project is also building up our bike fleet and developing a travel hierarchy to assist staff with traveling around the borough by bike and on foot.
- **Emissions-based parking permits** - The Council was one of the first London boroughs to introduce a diesel surcharge for residents parking permits, with the sole aim of discouraging the use of diesel vehicles.
- **Car Clubs** – There are currently three car clubs operating in the borough all of which operate a diesel-free car fleet. DriveNow have the largest electric vehicle fleet in the UK and have the largest presence in Hackney.
- **Low Emission Bus Zone (LEBZ)** – There has been huge investment into reducing pollution from buses and from 2018 TfL will only purchase hybrid or zero-emission double-decker buses. In addition, 12 Low Emission Bus Zones will be introduced across London - tackling the worst pollution hotspots by concentrating cleaner buses on the dirtiest routes. Hackney are working with TfL to introduce a LEBZ in Hackney.

2. RECOMMENDATION

- 2.1 Cabinet are asked to approve the content of this response.

3. EXECUTIVE RESPONSE TO SCRUTINY COMMISSION RECOMMENDATIONS

Recommendation	Response
<p><u>Recommendation One</u></p> <p>That the Council uses pedestrian and people focused counting to help inform the impact of filtered permeability and road closure schemes.</p> <p>We ask that the Council draws any learning from the ‘Disappearing traffic? The story so far’ study and from the evidence given to the Commission by Transport & Public Realm Public Health Specialist around the further monitoring in which it might engage. This is in regards to further ensuring that monitoring includes exploring the impacts that schemes have had on people movements generally.</p> <p>We ask that the Council works to ensure that assessments of any change to pedestrian activity, and the extent of people taking of journeys by foot before and after the changes is used to measure the impact of all schemes.</p> <p>This would better enable the Council to gauge any health benefits of schemes in terms of any modal shift from the car for journeys taken, and for more nuanced monitoring of the impact of schemes on visitor numbers to an area.</p>	<p>The Council is investigating how to achieve this overarching objective in the most cost effective way. Pedestrian counts can provide very accurate data for a particular point but when considering an area wide scheme it can be difficult to understand the changes in patterns across the whole area. To conduct monitoring of this nature will be extremely costly if using the traditional pedestrian counts. Further investigation of other methods is therefore required to understand the changes across the area – there is an unknown cost associated with this and consideration may need to be given to the sale of the scheme.</p> <p>Further investigation will include how we embed pedestrian counts into all schemes as the data collection method differs to the usual traffic counts currently undertaken. We need to ensure a consistent approach is developed (i.e. measuring pedestrian movements across a line, how large a cordon should be if used, how many day’s data, using site staff or videos etc.) as this will enable the data to be correlated across the borough. Further investigation is also required into perception surveys.</p> <p>At present, there is limited use of tools to assess the health impacts of implemented schemes and therefore there is an opportunity for further evaluation of the impact of filtered permeability and road closures schemes. Evaluation tools which could be used include:</p> <ul style="list-style-type: none"> • Health and Economic Impact Assessment (HEAT) tool for Cycling and Walking • Healthy Streets Check to enable a wide range of health and environmental factors to inform findings on the results of schemes and will increase the usage of these. <p>We are also assessing the ‘Disappearing traffic? The story so far’ study and the evidence given to the Commission by a consultant in Public Health – with a specialism in Transport and Urban Realm around the further monitoring in which it might engage. This is in regards to further ensuring that monitoring includes exploring the impacts that schemes have had on people movements generally.</p>
<p><u>Recommendation Two</u></p> <p>That the Council rolls out a</p>	<p>The Council has implemented a number of filtered</p>

<p>programme of filtered permeability schemes</p> <p>We have reached a view that filtered permeability schemes should be used as one of the Council's responses to the transport related challenges around growth.</p> <p>We are convinced that they are likely to reduce levels of traffic and pollution on an overall level, and to deliver wider ranging health and environmental benefits in addition.</p> <p>We ask that the Council sets out a programme of future schemes.</p>	<p>permeability schemes, many of which are detailed in the LiH Air Quality Review report and used as best practice examples. Hackney's Transport Strategy (2015-2025) recognised the need to further build on these and the draft Mayor of London's Transport Strategy (MTS) supports street environments which support walking and cycling and reducing the dominance of motor traffic using the Healthy Streets concept.</p> <p>Hackney has the highest active travel mode share in London but still suffers from the dominance of vehicle traffic. It is recognised that more can be done to reduce this dominance of vehicles and through traffic on our local network. We support developing a programme of future filtered permeability schemes which would contribute to introducing more liveable neighbourhoods and healthier streets. However, we have to consider available budgets and how these may be linked with other considerations such as: road safety interventions, cycling and walking routes etc. All programmes will be subject to consultation and assessment.</p> <p>Currently, consultation has recently closed on the modal filters and closures in the Elsdale Road and Darnley Road areas. There was overall support for the proposals. The Delegated Powers Report is expected to be produced in early September 2017 and the scheme implemented in November 2017, subject to all approvals.</p>
<p><u>Recommendation Three</u></p> <p>That the Council publishes a report on the impact of the CS1 De Beauvoir and Wordsworth Road schemes</p> <p>We look forward to the Council completing their final analysis of the traffic and air quality impact of its recent major schemes.</p> <p>Upon completion of the analysis, we ask that the Council uses this and other evidence (including the findings of this review) to produce a report on the impact of the CS1 De Beauvoir and Wordsworth Road schemes, the successes in their delivery, and lessons learnt.</p>	<p>The recommendation to produce a report on the impact of CS1 is supported. The Delegated Powers report is being prepared and anticipated to be approved by the end of September.</p> <p>This will include analysis of the traffic and air quality impacts.</p> <p>The Council will seek to use the findings of the CS1 impacts report as part of the lessons learnt for future schemes.</p>
<p><u>Recommendation Four</u></p> <p>Greater context being given in consultation documents for filtered permeability or road closure scheme proposals.</p>	<p>The recommendation to provide greater context for consultation material is supported. As such, the Council is proactively reviewing each consultation and incrementally adding in additional information in light of</p>

<p>The content of the supporting documents for the London Fields area traffic management options consultation from January 2016 evidences that for some time the Council has laid out the reasoning for proposed schemes and the wider benefits that they are expected to deliver.</p> <p>This has included notes around improvements to air quality, road safety, personal mobility that delivering reductions in car use will achieve, and the issues from growth in Hackney and London generally which schemes will help to manage.</p> <p>However, we ask that the information offered (at least for larger schemes) is more detailed.</p> <p>We ask that the information sets out:</p> <ul style="list-style-type: none"> • That schemes as per the ones proposed have been evidenced to help reduce traffic and avoidable car use in areas similar to Hackney. • That road transport is shown to be the key current cause of air pollution in Hackney (backed up by a statistical example such as one submitted to the Commission showing the high shares of pollution that road transport accounts for). • In a clear way the challenge that the borough is facing in terms of managing growth. Using statistics around recent and expected population growth in Hackney and London to highlight this. • How these schemes are one of the ways that the Council is trying to facilitate travel clean and green travel through the borough in a context of growth in surrounding areas. • That these schemes are one of a range of measures being taken to enable residents to travel differently. <p>Any expected disbenefits of schemes (greater traffic levels on sections of main roads for example) and explanations as to why the benefits are felt to outweigh these.</p>	<p>the emerging concerns regarding air quality.</p> <p>There is a fine balance between providing this additional information and keeping the consultation documents to a length that people are happy to read.</p> <p>The Council is currently trying out the use of additional 'FAQs' for the Elsdale Road / Darnley Road scheme. These were added as an insert into the consultation documents, whereas with the Wick Road consultation these have been put on the website only, with a link from the documents.</p> <p>For the next London Fields (and following) consultations the Council is developing a new 'introductory' paragraph referencing the Council's strategies and policies.</p> <p>More detailed information will be provided for larger schemes.</p>
<p><u>Recommendation 5</u></p> <p>For the Council to work with TfL to seek improved levels of information being given in the consultation documentation they deliver.</p> <p>We feel that there is learning for TfL from recent consultations delivered for CS1 related schemes proposed for areas in Hackney.</p> <p>The two consultation documents that TfL</p>	<p>The recommendation to provide greater context for TfL scheme consultation material is supported by the Council. As a result, we are continuing to work with TfL on their consultations related to Hackney. This has included considering lessons learned from the CS1 consultations.</p> <p>Similar to Hackney led consultation, it is a fine balance between the level of information and encouraging participation. The Council will work with TfL reach this</p>

produced for the schemes in the Wordsworth Road De Beauvoir Road areas, contained a range of useful information.

However, unlike in the documentation for the Hackney-led consultation, there was not reference to the wider environment in which schemes were being considered.

The challenge of managing growth in Hackney and London generally was not mentioned. Whilst a reduction in motor traffic was stated as the aim of the scheme, the impact of traffic on air quality was not given.

This - in tandem with the finding from our focus group that residents living in one of these areas were not aware of the wider challenges that schemes were aiming to address – again leaves us with a view that consultation documents should set this out.

We also feel that clearly setting out the foreseen disbenefits of schemes in addition to the expected benefits would give fuller assurance to residents that schemes had been developed in a thorough and well thought out way.

In the event of similar consultations being delivered by TfL in future, we ask that the Council works with TfL to try to secure improvements to levels of information given in consultation documents.

We ask the Council to seek TfL-led consultations for schemes in Hackney:

- That schemes as per the ones proposed have been evidenced to help reduce traffic and avoidable car use in areas similar to Hackney.
- That road transport is shown to be the key current cause of air pollution in Hackney (backed up by a statistical example such as one submitted to the Commission showing the high shares of pollution that road transport accounts for).
- In a clear way the challenge that the borough is facing in terms of managing growth. Using statistics around recent and expected population growth in Hackney and London to highlight this.
- How these schemes are one of the ways that the Council is trying to facilitate travel clean and green travel through the borough in a context of growth in surrounding areas.
- That these schemes are one of a

balance.

The up and coming TfL consultations include: Stoke Newington Gyratory and Seven Sisters Road. Hackney will work with TfL to ensure these consultations seek to include the information detailed in this recommendation.

<p>range of measures being taken to enable residents to travel differently.</p>	
<p><u>Recommendation 6</u></p> <p>The Council to report back to the Commission on the results of the review of consultation documentation and clarifying that the results will be considered along with a range of other evidence.</p> <p>We heard from the Council that whilst consultation responses were analysed and the findings used to help shape and inform final decisions, that they were not treated as referendums. This means that the Council's decision to go ahead or not was not fully dependent on whether a majority supported proposals or not.</p> <p>We support the Council in using consultation findings as part of the evidence to inform final decisions. We agree that the findings (while being very useful) should not be used in isolation to establish the way forward.</p> <p>Recent consultations on schemes have drawn response rates of between 10% and 16%. This gives further credibility to these not acting as the trump card in decision making.</p> <p>We support the use of a range of evidence – the input of interest groups, the views of statutory agencies and relevant services, along with the findings of the consultation analysis – to help design, shape and make a final decision on schemes.</p> <p>We thank Officers for their acknowledgement that they needed to do more to ensure that consultation materials were clear in explaining that results would be considered along with a wider range of evidence, and that majority opposition would not necessarily lead to the abandonment of a scheme.</p> <p>We were advised that documentation was being reviewed to make it clear that results to consultations would form part and not the only item of evidence on reaching final decision.</p> <p>We support this work. We ask for an update on its completion.</p>	<p>The Council supports this recommendation. The inclusion of additional evidence in the consultation process stage should better inform residents why proposals are being put forward and the context for the proposals. It is acknowledged that more can be done to clearly explain the result and this will be taken forward with future consultations.</p>
<p><u>Recommendation 7</u></p> <p>That information webpages are</p>	<p>There is a great benefit to seeking an open dialogue</p>

<p>available for new filtered permeability and road closure schemes.</p> <p>We ask that for any future permeability schemes the Council creates webpages detailing the monitoring taking place to assess the impact of a scheme, how (if applicable) residents can feed back their experiences and suggested improvements for consideration, and how these will be taken into account.</p> <p>Upon the monitoring being completed, we ask that this data is made available on the webpage at the earliest possible point.</p>	<p>through the website for the evaluations of the schemes.</p> <p>It is proposed that additional information (to the consultation documents) for new filtered permeability and road closure schemes will be added to the website. Monitoring information can also be provided - the level of monitoring for each scheme will depend on scale of the scheme, cost and effectiveness (see recommendation 1).</p> <p>As part of the information, we will make residents aware of the monitoring limitations, for example seasonal variations.</p> <p>ICT Services have identified a high quality digital service that can be used for larger consultations, depending on budget.</p>
<p><u>Recommendation 8</u></p> <p>That information webpages for schemes give updates on feedback received, and the Council's response to this.</p> <p>We ask that the information webpages created as part of recommendation 5, are updated during any live trial of schemes.</p> <p>We ask that these updates summarise the views and concerns received, and the response of the Council to these. Where it is not practical for the Council to take immediate action on the basis of the view or concern, we ask that explanations are given to this. We appreciate that there is unlikely to be capacity for updates to be made upon any new comment or view being received. However, we suggest that updates are added for each month that a live trail is in place.</p>	<p>For larger schemes information about new schemes is being uploaded to the Council website with the view of providing regular updates on the scheme progress.</p> <p>As per recommendation 7, there are website limitations which currently do not support a live update on feedback received. This also has an impact on staff resources, to effectively offer this service.</p>
<p><u>Recommendation 9</u></p> <p>That the Council introduces environmental pricing to estate parking permits.</p> <p>The Commission is supportive of the Council using emissions-related charging for on street parking permits. We feel that this is a welcome initiative to help tackle air pollution.</p> <p>However, we also note that permits for parking on the Council's housing estates are charged at a standard rate, and do not take vehicle emissions levels into consideration.</p>	<p>This recommendation is supported. The current difference in charging models used raises questions about the Council's stance on improving air quality and reducing CO2 emissions, and there is a widespread acknowledgement that this must change. With Housing Services once again part of Hackney Council, together with the introduction of a single IT system for permit issuance across Hackney (including estates), this is the opportune time to review these differences in a bid to provide a simpler, more joined-up approach to managing parking across Hackney.</p>

<p>We ask that the Council applies emissions-related charging to its estate parking permits. We also ask that it encourages Registered Providers operating in Hackney to do the same.</p>	
<p><u>Recommendation 10</u></p> <p>That the Council seeks to implement borough wide, zone by zone controlled parking coverage, taking account of air quality, environmental and other pertinent considerations.</p> <p>That the Council reassesses its view that air quality considerations may not meet the 'exceptional circumstances' threshold set out in Recommendation 2.1 of the Parking Enforcement Plan, within which controlled parking schemes may be introduced without a majority being in favour.</p> <p>That the Council seeks to implement borough wide, zone by zone controlled parking coverage, taking account of air quality, environmental and other pertinent considerations.</p> <p>That it does so in light of evidence showing the beneficial impacts on air pollution environmental and other pertinent factors which controlled parking can help deliver.</p>	<p>The Council's powers to impose parking controls are contained in the Road Traffic Regulation Act 1984, under which it must consider the need to maintain free movement of traffic, reasonable access to premises, and the extent to which off-street parking accommodation is or is likely to be encouraged there by implementing a parking zone. It also requires councils to regulate and restrict the use of roads by heavy commercial vehicles, facilitating the passage of public service vehicles, section 80 of the Environment Act 1995 (national air quality strategy) and any other matters appearing to the local authority to be relevant.</p> <p>Advice has been sought regarding the feasibility of this recommendation, and the options available are being explored.</p> <p>In the meantime, demand from residents on the fringes of parking zones for parking controls means that there is continuing support for the gradual expansion of parking zones. As a result, it is quite feasible that the remaining uncontrolled areas within Hackney will become controlled by the end of the next administration without any change in the existing policy.</p>
<p><u>Recommendation 11</u></p> <p>Greater context being given in consultation documents for controlled parking proposals.</p> <p>Information documented in recent parking consultation documents show that the Council gives a range of useful and insightful information. We ask that this is built on to also include:</p> <ul style="list-style-type: none"> • That road transport is shown to be the key current cause of air pollution in Hackney (backed up by a statistical example such as one submitted to the Commission showing the high shares of pollution that road transport accounts for). • The challenge that the borough is facing in terms of managing growth. Using statistics around recent and expected population growth in Hackney and London to highlight this. 	<p>Parking Services will review its consultation documentation and look at the best way to highlight the proposed information to readers.</p> <p>However, consideration will need to be given to how this is presented, as officer's experiences highlight the importance of the concise presentation of information in order to maximise responses.</p> <p>Consultation documents already ask residents whether they would be interested in car clubs or electric bays but this can be expanded to include more detail on each option.</p>

<ul style="list-style-type: none"> • How these schemes are one of the ways that the Council is trying to facilitate clean and green travel to and through the borough in a context of growth in surrounding areas. • Details of the options that are open to people wishing to continue driving in way which does not require a permit (in particular information on car club options), and details of other non-car travel options (cycle loan scheme). 	
<p><u>Recommendation 12</u></p> <p>That the Council develops and maintains an Air Quality Communications Plan and includes this as a dedicated action within the Council's Air Quality Action Plan.</p> <p>We ask that Public Health in conjunction with the Communications and Consultation service leads on developing a plan to increase public awareness of air pollution.</p> <p>This is with regard to the high levels of air pollution, the harm that it does, its causes, the actions that the Council is taking to respond to it and how these will help, and how residents and businesses can contribute towards achieving better air quality.</p> <p>We ask that this action is named in the Council's Air Quality Action Plan as one of the measures being taken to address pollution in the borough.</p>	<p>Since giving evidence at the Living in Hackney Scrutiny Commission, the Communications and Consultation service has secured good publicity about the electrification of its fleet, closing roads to through traffic and building more cycling infrastructure.</p> <p>We will continue to ensure that air quality messages are always included when communicating with residents and businesses about traffic reduction, cycling and other sustainable transport schemes.</p> <p>Public Health and Communications will develop a communications plan by November 2017 to ensure that the causes, impact and levels of air pollution in Hackney are communicated to residents, especially those at a high risk of respiratory illnesses. The plan will include guidance for residents on how they can help reduce air pollution and exposure to air pollution, as well as the work the Council already does.</p>
<p><u>Recommendation 13</u></p> <p>That the Commission receives an update from the Environment and Waste Strategy and Planning Services on their work to improve joint arrangements ensuring air quality considerations play a full part in planning decisions, and its impact.</p> <p>Current arrangements through which the Council ensures that that air quality considerations play a full part in planning decisions involve dialogue between two service areas of the Council. Within this, the Environment and Waste Strategy Service reviews planning applications from an air quality objective. Advice and recommendations are then given as to whether applications should – on air quality grounds – be accepted or refused,</p>	<p>The Council has positively influenced development in the borough to improve air quality. In particular, this includes:</p> <ul style="list-style-type: none"> • Requiring alternative and pollution reducing technologies, such as photovoltaic cells and green walls where appropriate • Encouraging denser development in areas of high public transport accessibility • For larger developments (across the borough) and some smaller developments (in areas of poor air quality) requiring an air quality assessment at the application stage • Reducing the allocation of parking spaces for new development, installing bike parking and requesting electric charging points in selected developments • Requiring additional measures for developments incorporating combined heat and power and biomass

or accepted subject to particular conditions being attached.

From discussions with representatives from both services, we reached a view that there was room for greater collaboration between the two. This would better ensure that the advice provided around air quality related conditions which should be applied to applications is ambitious but also securable. It would also better enable challenge to the Planning Service in any cases where recommendations and advice have not been reflected in determinations.

The services appear agree on there being a need for improvement and as a result of our review have instigated joint work to improve the effectiveness and efficiency of how air quality matters are secured within planning applications.

We support this work, although we are keen to explore its impact.

We ask that an update is given to the Commission on the progress made.

boilers

- Improving thermal efficiency
- Making use of Section 106 monies to promote and pay for transport and public realm related improvements such as tree planting and walking, cycling, electric vehicle charging and car club facilities
- Ensuring that larger impact developments have fully implemented travel plans, Construction Logistics Plans (CLP) and Delivery Service Plans (DSP) to reduce the adverse impacts of servicing and construction on the road network. Scrutinising large projects with strategic air quality impacts, for example TfL about the potential risks and mitigations of air quality impacts from the proposed Silvertown Tunnel.

To further enhance the Councils approach to managing air quality within planning applications, the following improvements have been identified and are being implemented:

- Increasing coordination between different parts of the Council, such as Planning, Environment & Waste Strategy, and Streetscene
 - Agreement of the wording of air quality conditions, taking into account current policy requirements, parameters and statutory planning tests
 - Explanatory table for officers explaining planning application types to which specific conditions can be reasonably applied
 - Agreement to compile information on whether conditions are being complied with
 - Updated planning validation checklist to secure key information early in the development process
 - Updating of air quality modelling map used in decision making
- Updating the Land Water Air Team's Air Quality Planning pages, and
- Internal cross Council conference on Air Quality Planning Practice

The Planning Policy team is currently preparing a new Local Plan (LP33). This plan aims to update and improve planning policies relating to Air Quality by:

- Increasing the types of development which need to consider air quality
- Requiring consideration is given to sensitive uses (i.e. housing, schools)
- Setting out areas of poor air quality and preventing sensitive uses locating in these areas unless sufficient mitigation is achievable.
- Making sure the existing criteria based approach to assessing air quality is reflected and developed

	<ul style="list-style-type: none"> • Making stronger reference to the air quality action plan in policy • Developing mechanism to seek Planning obligations for air quality monitoring and measures • Developing monitoring indicators as part of the plan with regard to air quality. <p>Strengthening existing Healthy Streets and Liveable Neighbourhood related policies (such as car free developments) and strengthening existing practice (such as CLPs and DSPs) and standards for cycle parking.</p>
<p><u>Recommendation 14</u></p> <p>That the Council lobby the Mayor of London for the ULEZ to cover all of London for both heavy and light vehicles.</p>	<p>The Council will continue to lobby the Mayor of London.</p> <p>The Council recognises that tackling air quality is a priority at a local and national level and therefore supports the importance that the Mayor of London is giving to the matter. The Council is therefore supportive of efforts by TfL to extend the Ultra Low Emission Zone (ULEZ) but still believes it should be a London wide scheme.</p> <p>At present the ULEZ will operate 24 hours a day, 7 days a week within the same area as the current Congestion Charging Zone (CCZ), and comes into force in September 2020. The Mayor of London has undertaken two stages of consultation on the Mayor's plans for new air quality measures, including the introduction of the T-Charge (Emissions Surcharge) and other suggestions concerning the future ULEZ to improve air quality.</p> <p>The latest statutory consultation proposed introducing the central London ULEZ earlier, on 8 April 2019 - 17 months earlier than the current start date on 7 September 2020. A further statutory consultation is due in Autumn 2017 to expand the boundary of the ULEZ beyond central London.</p> <p>Hackney Council has responded to all consultations relating to the ULEZ and will formally respond to the consultation to expand the boundaries in Autumn this year. The Council has been vocal in its position to support a London-wide ULEZ which tightens over time to ensure that London meets National Air Quality Objectives and will continue to lobby TfL for a London-wide scheme.</p> <p><u>http://news.hackney.gov.uk/tfls-ultra-low-emission-zone-plans-not-good-enough-say-four-london-councils/</u></p>

Recommendation 15

That the Council lobby the Mayor of London for establishing an incremental approach to ban diesel vehicles in London.

The Council will continue to lobby the Mayor of London to establish an incremental approach to ban diesel vehicles in London.

The Mayor of London released his Draft Mayor's Transport Strategy (MTS) in June 2017. Within the strategy, the Mayor sets out his ambition to create a zero emission zone in:

- Central London from 2025
- Inner London by 2040
- London-wide by 2050

To support this the whole of TfL bus fleet to emit zero exhaust emissions by 2037 at the latest and all newly registered vehicles driven in London will be zero emission. In addition to this the Government recently announced that they may introduce a ban on the sale of new petrol and diesel vehicle by 2040.

Whilst supporting the Mayor of London's ULEZ proposals to expand beyond Central London, the Council has requested that the Mayor sets out a clear roadmap of the direction of travel including the types of vehicles to be affected by the Emissions Surcharge (ES) and ULEZ. In addition, Hackney would like the inclusion of private cars in the ULEZ roadmap as it is felt this will be important to influence driver behaviour to reduce the reliance on vehicles, more specifically diesel vehicles.

The zero emission zones detailed in the draft MTS aims to encourage a shift to ULEV's rather than banning those that are not, such as diesel. We also know that air pollution does not adhere to boundaries and therefore believe large-scale initiatives, such as banning diesel, should be done in a coordinated approach across the whole of London and not on a borough by borough basis. Therefore the Council released a press release in July 2017 stating that, should the Mayor of London propose a diesel ban, the Council would support it:

<http://www.hackneygazette.co.uk/news/politics/hackney-council-could-lobby-to-ban-diesel-cars-to-tackle-air-pollution-1-4936877>

More locally, the Council are aware of initiatives which can support a shift away from diesel vehicles and seek to restrict more polluting vehicles from areas. Those already implemented include the introduction of

	<p>emission based parking charges which adds a £50 levy for diesel vehicles and offers discounts for electric vehicles. In addition to this, the Council are looking into establishing Ultra Low Emission Vehicle (ULEV) streets in Shoreditch as part of the City Fringe Low Emission Neighbourhood. These streets will restrict access to ULEV's only.</p> <p>https://www.hackneycitizen.co.uk/2017/01/23/non-electric-cars-banned-parking-shoreditch/</p> <p>The consultation on the draft Mayors Transport Strategy ends 2 October 2017. Hackney Council will formally respond.</p>
<p><u>Recommendation 16</u></p> <p>That the Council lobbies the Mayor of London for establishing a road pricing scheme as a replacement for the current Central London Congestion Charge</p>	<p>The Council will lobby the Mayor of London to establish a road pricing scheme which will expand and tighten the existing congestion charge zone.</p> <p>The draft Mayor's Transport Strategy (MTS) notes that congestion in Central London, which dropped by 30% with the introduction of the London Congestion Charge in 2003, has been steadily growing with a particular growth in evening traffic levels. It also notes the growth in traffic due to vehicles currently exempt from the Congestion Charge such as private hire vehicles. Traffic due to such vehicles has increased at peak hours in Fridays by more than 50% in just three years since 2013. Freight traffic is also on an upward curve and congestion delays are also increasing in Outer London. Congestion is still a serious problem on Hackney's roads especially in the PM peak in the east of the borough.</p> <p>The MTS draft states that "the Mayor, through TfL, will work with those boroughs who wish to develop and implement appropriate traffic demand management measures, for example local (TfL or borough) road user charging or workplace parking levy schemes, as part of traffic reduction strategies"</p> <p>Hackney's 2015-2025 Transport Strategy commits Hackney to working with partners and stakeholders to proactively investigate options for developing new technology to manage demand on the road network such as road user charging such as dynamic road user charging.</p> <p>Road user charging includes:</p> <ul style="list-style-type: none"> • Borough-wide local congestion charge • Tolling specific roads

	<ul style="list-style-type: none"> • Dynamic road user pricing (pay for the time travelled) • Workplace parking levies <p>The Council welcomes the recent announcement that the Mayor of London and TfL will work with boroughs to introduce local road user charging. However, whatever type of road user charging is proposed, it will have to consider the implementation hurdles and costs as these will be considerable. There is the issue of boundaries, setting the toll at a suitable level high enough that enough trips are deterred to make an impact on congestion but not too high so that essential trips become problematic for low income residents or essential trips. The Council will be lobbying the Mayor of London to introduce road pricing on a strategic London-wide basis rather than a fragmented borough-by-borough approach.</p>
<p><u>Recommendation 17</u></p> <p>That the Council lobbies Central Government to introduce a diesel scrappage scheme and to devolve excise duty for London to the GLA.</p>	<p>The Mayor of London, on behalf of TfL and London boroughs, has been advocating a government funded scrappage scheme for diesel vehicles. In the latest Air Quality Action Plan, the Government suggested they will investigate implementing a diesel scrappage scheme but there was some uncertainty on whether this will actually be realised. In July, the Government announced plans to ban the sale of new petrol and diesel cars from 2040 in a bid to cut air pollution. Given the recent publicity of diesel vehicles emissions and this announcement, a number of large car companies have started to implement their own diesel scrappage scheme.</p> <p>Hackney Council was one of the first to lobby the former Mayor of London and the current mayor on introducing a diesel scrappage scheme and we are pleased the current mayor is advocating a government funded scrappage scheme.</p> <p>Hackney would like to see a diesel scrappage scheme introduced that offers contributions to other forms of transport and not solely towards the cost of a low emission vehicle.</p> <p>The Mayor called for a range of new powers as part of a new city deal on devolution and Brexit. One such power is to retain the income generated from Vehicle Excise Duty (VED) by London drivers. Whilst again no real details of this approach are known Hackney are in support of this and will continue to support the Mayor of London.</p>

Lead Councillor: Cllr Feryal Demirci, Cabinet Member for Neighbourhoods, Transport and Parks

Director: Kim Wright, Group Director Neighbourhoods and Housing

Appendix 1	Living in Hackney Scrutiny Commission Review into Air Quality
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