

Mayor's Air Quality Consultation: Phase Two Haringey Council Response

Introduction

Haringey Council welcomes the Mayor's recognition that air quality is an important issue for London that needs urgent and coordinated action. Poor air quality is endemic across much of inner London, including Haringey, and falls disproportionately on the most vulnerable and deprived communities. The scale of the problem has grown so severe that individual London boroughs are unable to make meaningful change without strong local and national interventions.

Poor air quality causes over 9,000 deaths per year in London. In the borough of Haringey alone there is an average of over 90 deaths each year directly attributable to poor air quality. Air pollution in Haringey is primarily caused by the number of vehicles that travel through the borough and the dense network of roads and buildings that prevent their pollutants from dispersing. In 2001 the borough of Haringey was declared an Air Quality Management Area (AQMA), for the pollutants of nitrogen dioxide and respirable particles.

Emissions Surcharge (Qs 1 – 7)

We support the introduction of a new £10 Emissions Surcharge (ES) on the congestion charge to cover the period between 2017 and the implementation of ULEZ given the severity of London's air quality problem.

With regard to the operation time of the scheme, we feel that the ES should be extended beyond the time period for the current Congestion Charge (Monday to Friday 07.00 – 18.00) to be 24 hours. We would also support extension of the ES to cover weekends in order to maximise the air quality benefits that it will bring.

We welcome the inclusion of Private Hire Vehicles to the ULEZ.

The residents' discount for the ES area is considered too generous by effectively allowing six years to obtain and use a compliant vehicle.

The ES charge proposed would apply the same Euro standard to both petrol and diesel vehicles which do not take into account the higher emissions from diesel vehicles. Haringey Council would prefer a system where the charge is based on the emission level rather than the Euro standard.

We accept that the Euro standard would result in a reduction in air pollution but we believe that the Mayor should further promote the use of cleaner forms of transport. This could be done by extending the proposed Clean Bus Zones to cover areas that have particularly poor air quality, such as Wood Green High Street, support the development of cleaner HGVs or improving the electrical vehicle charging infrastructure across London.

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ULEZ (Qs 8 – 13)

We are strongly in favour of bringing the ULEZ forward to ensure the benefits of the scheme are achieved as soon as possible. The information included in the consultation clearly show the greatest air quality benefit would be achieved by commencing the ULEZ in 2019.

Of the three options for the ULEZ we would support in principle the extension of the ULEZ up to the North Circular Road (NCR). This would allow the NCR to act as a bypass to the ULEZ. Although we support this option, as it would deliver the greatest air quality benefit at the earliest opportunity, we recognise that traffic displacement and the potential impact on air quality on the NCR would be an issue for some local people.

A more detailed cost / benefit analysis on each of the different options around the expanded ULEZ would be welcomed. Furthermore, we would want the Mayor to provide a clear assessment of the cost of compliance for boroughs within the ULEZ if it were to be extended to the NCR. This should include information on the number of non-compliant vehicles by borough to enable an effective assessment of the potential costs.

Haringey Council would like clear information regarding the costs and benefits in terms of their impact on local businesses and residents. TfL should engage with businesses at an early stage. In Haringey over 90% of businesses are micro-businesses employing fewer than 10 staff. Business awareness prior to the commencement of the ULEZ is a must alongside options for businesses to upgrade to compliant vehicles.

Given the high proportion that TfL buses make to NO_x emissions (10% of the London-wide total) we consider that the Mayor should prioritise a reduction in emissions from buses. To complement this we are seeking early support from TfL for Low Emission Bus Corridors such as on Wood Green High Road, Green Lanes and Tottenham High Road.

Additional Comments

There is no reference to a diesel scrappage scheme in the consultation although we are aware the Mayor is seeking Government support for such a scheme. This was flagged up as an option in the Stage 1 consultation. We would like the Mayor to continue to explore scrappage options.

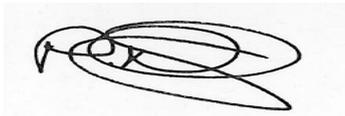
We would want the Mayor to investigate a boiler scrappage scheme for London as domestic boilers contribute 12% to NO_x emissions.

We would ask the Mayor to consider the benefits of installing additional air quality monitoring stations across all London boroughs. These should be established prior to the implementation of

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the ULEZ to enable effective monitoring of the impact of the scheme. This would also allow policy changes in response to the monitoring. At present, Haringey Council has only two air quality monitoring stations located in Tottenham and Muswell Hill. There is a pressing need for further monitoring in areas such as Wood Green which has been modelled and shows that it has some of the highest levels of pollution in London. With high number of residents visiting and living in Wood Green the impact of air quality on this population of this could some of the highest in the borough.

Finally we consider any surplus funding generated by the ES and ULEZ schemes to be used to support alternatives to the use and ownership of petrol and diesel vehicles such as through electric vehicle charging infrastructure, more cycling and walking infrastructure and promotion and more Low Bus Emission zones. Making public transport, walking and cycling a realistic and viable alternative to car travel is crucial if the ULEZ is to succeed in encouraging modal shift. We would ask the Mayor to be explicit in his plans to improve public transport provision, walking and cycling infrastructure in his forthcoming Transport and Environment Strategies as well as the London Plan.

A handwritten signature in black ink, appearing to read "Peray Ahmet", written over a light grey rectangular background.

Cllr Peray Ahmet
Cabinet Member for Environment