

A CITY FOR ALL LONDONERS

Environment Workshop
17th November 2016, 9.30 – 13.00

Air Quality post 2020 – zero emission Table 2 Session 1

Facilitator comments in bold

Respondents in regular text

These notes are a summary of the conversation

Session 1, Table 2

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Andrew Ford – London Borough of Newham

Lucy Owen – Port of London Authority

Matt Webster – British Land

Simon Alock - ClientEarth

Sophie Neuberg – Friends of the Earth

Daniel Instone - London Forum of Amenity and Cold Societies

Nicholas Sanderson - Sustrans

David Boardman – Kennington, Oval and Vauxhall Forum Planning group

Good morning everyone, we will discuss current policies in place but mainly focus on London beyond 2020. There are 4 questions:

- 1) What policies should the Mayor implement to improve air quality in London beyond 2020?**
- 2) How do we best encourage the uptake of ultra-low emission vehicles and technologies like electric and hydrogen?**
- 3) Thinking about new developments, what are the measures the London Plan should see to achieve 'air quality positive', where they contribute to improving local air quality?**
- 4) What borough wide measures are you supportive of? Car free days? Emissions-based parking charges? Measures to reduce exposure at schools? What would you support locally as an individual and representing your organization?**

(Participants introduce themselves).

The Ultra-Low Emission Zone (ULEZ) will improve air quality in central London. Hopefully we will transition to low emission vehicles but also witness considerable reduction in vehicles to ease congestion. However we know from the emissions scandal that vehicles are not performing the way they should do, for example VW, this is it right to pin all of our hopes on the ULEZ?

I don't think so, we should be more ambitious. We need to plan for what will happen in terms of new technologies and autonomous vehicles and the way people drive and commute. We need to have a London-wide view of how people travel around the city.

ULEZ will only deliver for central London, but when you look at the boroughs of Hackney, Southwark and Lambeth, air quality is very poor in these areas too. The question is do we wait to see what happens with the ULEZ in 2020 to consider the feasibility of expanding ULEZ London-wide as it takes time to model, initiate and complete consultation? You need to give people time to prepare themselves for ULEZ. Should we look at a full London-wide ULEZ from now?

The Mayor's current air quality consultation (stage two) looks at bringing ULEZ forward to 2019 instead of 2020, extending London-wide for HGVs, buses and coaches by 2019 and extending to the North and South Circular roads for all vehicles to 2019.

The central London zone is already agreed, do we think this extension is important? And can we add cars into this too?

This is huge policy to bring in and we need to also consider tackling air quality and congestion within the outskirts as it can sometimes be worse; it's a debate worth having. Central London is interesting; some people will still need to drive. Could 2020 actually be considered too early?

We need to get so many things in place first. We have had EV charging for over a decade, we provide infrastructure, but the uptake is not there, and it is not there for domestic vehicles. Taxes on vehicles raise interesting questions. We need to strive for zero emissions.

When I registered a diesel vehicle for the first time, I was disconcerted to find I only have to pay £30/year in tax. National government needs to address this.

The Mayor said he would support this and help to target this. If he had control of vehicle excise duty (VED), what would he do with it? Mayor needs to spell out what he would do and change with VED.

In terms of focusing on diesel post-2020, we need to remember that it is the biggest killer. We want the Mayor to phase diesel out by 2025. This is an urgent problem, years keep going by and children are still being born every year in London. Their health is at risk.

I wonder if the GLA can promote pedestrianisation around hot spots. In the short-term there is evidence for what we can do in areas with high exposure, focus on schools and emissions on a daily basis. This may be a more achievable measure.

All diesel vehicles should be covered in the charge. The Mayor supports Euro 6 vehicles but the policy needs to discourage Euro 6 as there is a bigger incentive to get these off the road.

Yes, the idea is to shift away from diesel. This is important.

If we are mistrustful of the Euro standards, should we not ratchet up the pressure to distance ourselves from this?

We should try combining a London-wide scheme with a real world emissions test, like they do in Berlin, show people what they are buying in terms of diesel. At least this way you know what people are buying. The Mayor can't achieve everything on his own.

There is a disconnect between national and London policy, like on emissions testing.

Agreed.

One more point - it is easy to reduce emissions, but the overarching issue is that we need to reduce the number of vehicles traveling around London. This is tricky to crack. Freight and domestic travel are increasing with population growth. Amazon Prime, one-hour deliveries etc are adding to the issue. We need to think about micro-consolidation.

There is a policy on this in the making; we are looking at freight consolidation within the GLA.

That is where the river can help as well. Many are not available for use because they are owned by private wharf owners. The Port London Authority took 17 years to reactivate one wharf. Therefore this is not a quick process and a big part of our debate. Silverton construction can use the river, and alleviate pressure by taking the HGVs off the road.

With fewer vehicles on the roads, hopefully before 2020, everyone might share cars – people don't need to own their own cars. People are parked 80% of the time and parking takes up a lot of space. If we provided more walking and cycling infrastructure, people will drive less. Not sure if this will be encouraged by the Mayor.

Shifting modes is a fair point and we don't always hear this conversation. It is important to incentivise people to walk or cycle; we have to remind people of why it is a hassle to drive around London. There will be 7 Quietways at the end of 2017. This will provide more space to cycle and walk around London, making travelling more efficient.

We need to work with the GLA to improve car-sharing clubs around London. However, it is difficult to have consistency across London. There needs to be a consistent approach, less private cars, and a bigger commitment.

We need to support the objective of reducing overall traffic, as particles also come from brake and tyre wear.

There is a shift happening, and reducing traffic is part of that.

There are huge amounts of pollution around waste production, rail and shipping. We need to make sure these are low polluters too.

Also, going back to the North and South Circular roads - the boundaries need to be extended on these roads. The proposed boundary extension shouldn't just touch the surface; the North Circular comes much closer to central London than the South Circular. There is a strong case to

reexamine the first phase of these boundaries. Ideally all of London is covered rather than just the inside of the Circular roads.

Thank you very much, that was really helpful. How do we encourage the uptake of low and zero emission vehicles such as electric and hydrogen? How do we raise awareness?

I speak for the river; if boats are of a category they get offered a discount when they come into the port. If they are green they get rewarded.

Mass uptake of low and zero emission vehicles is not realistic at the moment.

I agree. A lot of the policies are from central government. There needs to be infrastructure around electric vehicles. Does Paris have a car club version of the Vélib' bikes?

We have 33 separate boroughs in London that require different contractual agreements. For them to do what happened in Paris, they have to negotiate that 33 different times.

This is a big issue that comes up a lot of the time. The rhetoric on this has changed from mayor to mayor. Our current relationship with the boroughs is structurally-ingrained so this is unlikely to change.

There could be a standard contract.

In its defense work is going on to streamline the process - about 13 million pounds of funding. Streamlining will help with negotiating the contracts. It is not easy but all the boroughs have strategies towards EVs. Hackney have it non-resident bays. It isn't just one company. Generally you telephone and pay for parking on the phone. In a field where you are trying to encourage people to change a car you have to make it easy. My husband has an electric car through his company car scheme; he needs different cards for different schemes.

If the structure won't change, how do we work with that?

The power of financial incentives is quite big. Remember that these schemes are supposed to encourage the uptake of new technologies.

The boroughs get some funding from the Mayor so you can link a lot of the delivery of these to the funding. The Mayor wants this to happen. We need to also look at how we can bring in these schemes with many different cars. Can we not use the same system like what we do with the Oyster card system and make it simple for people? At the moment you have a specific card for that company. If we recognised that car clubs would have an impact on reducing vehicles and pollution, should we not include an Oyster-like system? Users could use their Oyster to hire a car.

We need to make it easier for people to buy green vehicles.

Some people feel the need to own a car. Maybe we should encourage them to share a car.

Who, in your opinion, do you think these people are?

Yes, we need to understand this.

In Westminster, car ownership is only 15% because we generally don't need to own a car in central London. It costs a lot. Westminster has a lot of charging points but also has the least car ownership.

Thinking about new developments, what are the measures the London Plan should see to achieve 'air quality positive', where they contribute to improving local air quality?

Mitigation measures where you put a lot of people in high-density developments. There is no proper assessment of air quality vertically.

We need to make sure amenities are closer to residential areas to reduce the need to travel. If we divorce these two things you will get more pollution.

Need to mitigate the pressure of providing workspace. We are losing office space.

Of course a lot of shopping will be bought online. One of the issues for the London Plan is having depots that people can easily go to. People should be able to go to their local supermarkets to pick up their items stuff.

What about the construction phase of new developments?

Investigate use of the river; however they will always say the river is tidal. A lot of what we discuss is about getting people out of their comfort zones.

The limitations of using a planning system are linked a lot to management and ongoing operational issues. We have the wrong regulation but we are updating this. There are emissions from buildings, Combined Heat and Power (CHPs) systems, boilers and so forth. Homeowners can change their boilers and there is nothing we can do. We don't have the regulations in place to monitor this.

Last question, what borough-side expressions are you supportive of? What would you support?

There is a strong case for more push on boroughs to provide fewer incentives for diesel vehicles. The differentials are quite low. The Mayor can provide stronger incentives to raise parking charges; this is quite easy and quick to implement.

This is something worth considering. However there is concern about this being regressive because some people cannot afford the newest and more efficient cars.

Lots of boroughs could charge £50 parking for residents. It is difficult politically to plan ahead. If you introduce surges or charges it might have an adverse effect on the poor.

Air Quality post 2020

Table 2 Session 2

Session 2, Table 2

The introduction of the T-charge in 2017 and Ultra-Low Emission Zone (ULEZ) in 2019 (subject to consultation) will set new emissions standards for vehicles driving in central London. The ULEZ will mean that only the newest, cleanest diesel vehicles will be allowed to drive in this area. The Mayor then wants to expand the ULEZ up to the North/South circular and ensure buses, coaches and lorries meet the Euro 6 emission standard across London. But what should we do beyond 2020? How do we get to a zero emission London?

1. What policies should the Mayor implement to improve air quality in London beyond 2020?

Is it realistic to meet the 2020 targets? We need drastic measures such as ULEZ to decrease traffic. We need to cancel the Silvertown Tunnel and the government need to do a lot. They need to stop vehicles being for sale.

Will the expansion to N/S circular work? The boundaries need to be re-examined as there are concerns that the ULEZ expansion only touches the peripheries of the N/S circular. We need zero emission for central London ASAP and modelling needs to be clearer. Bolder proposals such as a London wide ULEZ for all cars in 2019 is welcome and not just all for HGVs in 2019.

Mayor needs to address the tax imbalance and apply more pressure on government to re-assess the low VED for petrol / diesel cars

C40 works with Mayors across Europe – London is the climate champion – the congestion charge was drastic and surprising to other cities but it's worked. But, London is losing its international visibility and needs to up its game to get back to where it was. We need to measure more sites across London to show where the bad air quality is.

Diesel vehicles need to be tackled; it's not easy but it is a necessity. We should ban / remove all diesels from 2020-25; London should follow other cities aspirations i.e. Paris and Holland. There is a role for the Mayor to lobby central government – diesel prices should increase.

We need to stop people reverting to petrol vehicles if a diesel ban / charge comes in but there is a general consensus that diesel cars should be phased out by 2025. Euro6 diesel cars will still be allowed under new measures – this should be dis-incentivised in order for us to move away from diesel completely. Standards of Euro vehicles should be reviewed and redefined for ULEZ.

Mayor should introduce a ban alongside other measures to help alleviate the issue. Electrification is the way forward. We need to deal with PM2.5 as it's very damaging. There are questions around the use of compressed natural gas for vehicles over diesel. More could be done on this. We need to be careful not to displace the problem. Fossil fuels have climate change implications.

Is it possible to use kinetic energy on the roads? Kinetic energy is being used to power lights in Westfield. Economy of scale is the challenge – TfL are looking into this. Can it be used for roads? It's something to explore.

We need to be bold right now – look at the Client Earth ruling – public perception is changing. GLA can be bold and controversial and public will likely support it i.e. congestion charge was extreme but it's welcomed now. Mayor should weather the storm and be bold.

We need to make the rights thing the easy thing i.e. public transport should be cheap; cycle infrastructure will encourage cleaner travel. We need to focus on behaviour change – we need to get people along with us i.e. car sharing, walking, cycling (new healthy streets policy)

Targeted pedestrianisation around areas of high exposure should be implemented.

We need to teach and educate people on the other options available – you don't need two or three cars to be happy. A new generation is coming in and things will change but we also need to think about inner and outer London. People can't afford cars – there is an attitude that car ownership is a material ambition. The overall attitude is that we should be reducing the number of cars on the road and this includes managing freight consolidation, working with the Port of London Authority to use river crossings to alleviate pressure off roads which includes accelerating the rate of re-activating wharfs (it took 17 years to re-activate one). With regard to managing the number of freight vehicles on the roads, we should build more depots close to residential areas or maybe lockers at tube stations to allow people to pick-up their items to avoid vans driving in central LDN

What can the Mayor do to reduce costs for alternative travel i.e. growth of car clubs – he needs to make them affordable. He needs to encourage all boroughs to take this up and support i.e. car parking spots. Issue to get all boroughs working together. Could a work/incentive play a part i.e. with oyster card. In Paris there is a car club sharing scheme under their velib bike scheme – need to recognise that negotiating this is very different in London due to our relationship with 33 boroughs.

2. How do we best encourage the uptake of ultra-low emission vehicles and technologies like electric and hydrogen?

Update of ULEZ is good but it should be accelerated. We need to make it cheaper, easier for people to get out of their cars. We need to educate them – inform them that sitting in their diesel cars is killing them and their children. We need to make electric and hydrogen vehicles cheaper. The Mayor should make use of organisations such as MumsNet to get the message across.

There are lots of children with respiratory issues – we need to shift behaviours in schools – schools are fundamentally in the wrong places – often by busy roads. Parents need to get to school on time and then go to work – that is their main concern – not the pollution, or the fact that they are adding to it.

There are numerous messages to get across re air quality. How easy is it for people to get access to an electric vehicle? And charging points? GLA, London Councils and the boroughs are working to install vehicle charging points across London. Source London has contracted to do electric charging points across London.

Lambeth are worried that there is an issue re longevity of batteries therefore they haven't signed up for Source.

Low emission vehicles need to be visible with on-street parking, easy access and easy payment. Boroughs should incentivise depending on zero emission / work parking etc. The ULEZ should include cars and cover the whole of London so the Mayor can adjust accordingly. Government needs to do more too.

We want to get people out of their cars – all vehicles cause congestion even if they are electric. It will be a double win if we can use low carbon vehicles on the roads and sort congestion out – London will be a world leader again. The New West End Company are working on a vehicle reduction plan for example consolidating deliveries to businesses and pedestrianizing Oxford Street. There is lots of good work going on.

A question was raised in regards to Uber and their impact on clean fuel/green. Lots of the drivers travel at night therefore Uber are not adding to congestion. Black cabs need to stop idling but this is very difficult and legislation is a long way off. .

Any TfL licensed taxi/mini cab/uber should be told 'you must have clean fuel by x date'. Private Hire Vehicle must be ultra-low emission by 2018, but the licence lasts for 15 years. Can TfL modify the license for these drivers and vehicles?

We should be able to shift the rules so those who get a license in 2017 get to phase out their licence early. The taxi organisations needs to be lobbied, it's outrageous that they hold all Londoners to ransom. Do taxi's pay congestion charge? No.

The Mayor needs to make sure that the message is clear to Londoners so they are fully aware that the T-charge (like the CC) is going back into TfL investment.

3. Thinking about new developments, what are the measures the London Plan should seek to achieve 'air quality positive', where they contribute to improving local air quality?

We should have more mixed use development – people should have the option of working and living in the same spaces – this will stop people moving around the city / commuting to work. We need to reduce the need for people to travel – work and amenities should be within walking or cycling distance. This would take pressure off the roads as well as public transport. This relates to all of the strategies and would be a multiple win. How can we adjust our city to this new model?

The environment agency looks at industrial relocation specifically where the waste will go; we need a strategic plan on waste consolidation centres as these contribute to the problems around air quality.

We need to look to do something really bold – pedestrianize central London. We need zero emission public transport. Copenhagen and Oslo are traffic free – London needs to think big. Can we take some of the lanes off the roads and reallocate? Camden council are trailing this - the Mayor should look into this. If we remove a lane of traffic we need to lock in the benefits for example turn the road over for cycle lanes. Studies have shown that the traffic disappears when planners take roads away, which leads to less congestion overall. It takes adjustment but it works.

Barcelona is great – it has 60km of cycle lanes but Madrid on the other hand has zero and this stops people cycling. London needs to cater for cycle parking such as using cycle hangers. Lambeth council is very supportive of these and has installed many across the borough.

Perhaps there is an opportunity to re-purpose underground parking spaces in central London – can we use these for bicycles?

Can we use the London plan to get developers to meet set policy for cars and bicycles?

We need to look at carbon offsetting too – 80% of the buildings standing in 2050 will have already been built. Retrofit of these will be important.

This should include boilers and solid wall insulation to deal with building air quality issues. The Mayors RE:NEW and RE:FIT will have a role.

For new developments, there needs to be more awareness raising on the link between construction work and HGV traffic/pollutants.

We need to look at the road space specifically the short term solutions to road safety. We need to create more space especially with the number of HGV's on our roads today.

We should plan to avoid pollution – no schools, hospitals or care homes should be building where air pollution is bad. How do we help schools in bad air quality spaces? We need to help them filter their air.

LDN plan to look at how the operational phases, CHP / boiler fumes contributing to AQ

The Silvertown tunnel is a massive issue – we need to be consistent with messaging.

We also need to look at how Londoners get access to food- how much is driven into the capital? How many emissions does this relate to? This all has an impact.

4. What borough wide measures are you supportive of? Car free days? Emissions-based parking charges? Measures to reduce exposure at schools? What would you support locally as an individual and representing your organisation?

Play streets should be used over car free days – car free days are resource-hungry. Lambeth and Camden are using play streets. Residents are surprised at the impact of no cars and shows what life could be like without them in their street.

We need to look at what powers the boroughs have to get vehicles off the roads. GLA needs to work with the boroughs.

Schools could ask for roads to be closed around them to reduce the impact of bad air quality. A school in Camden has done this. It had to get permission from the borough to implement but it works through local planning.

95% of roads in London are owned by the boroughs and 5% by TfL. The boroughs can do more. i.e. differential parking charges for residential and visitors to disincentivise diesel

15% car ownership in Westminster, 40% in Lambeth – impressive!

Tackling the issue of river crossings and generators will also help reduce the impact of air.