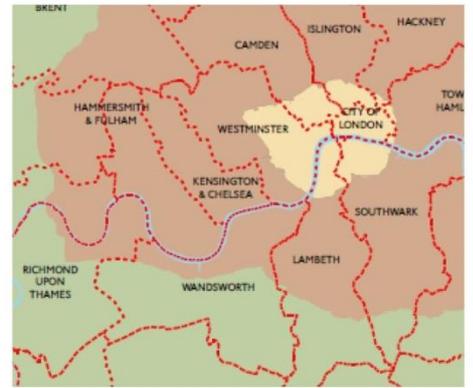


LEFT OUT LONDONERS

Why we need a fairer ULEZ



A briefing by Caroline Russell AM
Green Party Member of the London Assembly
June 2017



INTRODUCTION

London's air is toxic. When you are commuting to work, sitting in a classroom or walking by a busy road you are being exposed to illegal levels of air pollution.

Whether they live in the centre or the outskirts, Londoners tell me dirty air is affecting their lives.

The Mayor hopes to cut pollution through an emissions surcharge in central London, on top of the congestion charge, and later through an Ultra Low Emission Zone (ULEZ).

But that won't start until 2019 and the Mayor admits that harmful pollution will still blight the city for years, breaching global guidelines. And his plans will still allow dirty vehicles to drive around the suburbs without charges.

Londoners will have to wait until 2021 before the Mayor's ULEZ targets all dirty vehicles in inner London. And there are no plans to take that beyond the north and south circular.

I've met people in Hounslow feeling furious yet powerless about the smog episodes that have hospitalised their family members.

I've heard from parents who tell me that a third of their children's classmates use inhalers and from those who feel 'a profound sense of guilt' for raising their children in the increasingly polluted suburbs.

Londoners should be able to trust the air they breathe.



Yet every year over 9,000 people in London die early due to air pollution and many thousands more struggle with heart and lung problems.

The poor, minority groups, the young and older people are hit the hardest.

Successive governments have failed to tackle deadly air pollution. The Mayor does at least have a plan but it would leave Londoners breathing filthy air for years to come.

The Mayor should not be overseeing a clean air postcode lottery.

His scheme must be fair. He must bring in a London-wide ULEZ for all vehicles.

Read my report and if you agree he can do much better, [tell the Mayor](#) to make his ULEZ fair.

Caroline Russell AM
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OUTER LONDON'S FILTHY AIR

Over the past few months I have been talking to people living and working in outer London. I've asked them how air pollution affects their daily lives and health and how they want the Mayor to make things better.

An entire family with asthma

Dave lives with his family beside the Great West Road (A4) in Brentford.

He said: "Every member of the family now has asthma – my wife Heather, my daughter Chantelle who is in her 40s, and her two teenage children.

"They didn't have asthma until they moved to this part of Hounslow.

"The central reservation is so thick with dust that it is almost like a sand pit."

Every member of my family now has asthma – my wife, my daughter, and her two children

London has become hostile to our children



What's the problem?

The two pollutants of most concern to Londoners are **nitrogen dioxide (NO₂)** and the microscopic airborne particles, known as **particulate matter (PM_{2.5} & PM₁₀)**. They cause early deaths, strokes, heart and lung disease, asthma, brain ageing and cancer.¹

Particulates are tiny particles that can enter your bloodstream directly after being breathed in.

The major components of PM particles are sulfate, nitrates, ammonia, sodium chloride, black carbon, mineral dust and water.

Living near busy roads could be responsible for 15 to 30 per cent of new cases of asthma in children, and of chronic pulmonary disease and coronary heart disease in adults aged 65 or older.²



CITIZEN SCIENCE

People are setting up ‘citizen science’ projects, installing diffusion tubes to monitor NO₂ levels near their homes and places they go every day.

Sarah and her colleagues set up diffusion tubes to measure NO₂ levels at 18 sites in Hillingdon.

The results were startling. Out of the 18 sites a total of 16, including outside a hospital, were over the EU legal limits for NO₂.

Sarah said: “We put the tubes in a range of places we thought would be a mixture of good and bad, but the results are far worse than we anticipated. It’s really scary!”



All ages concerned

I met pupils from Kentish Town C of E Primary School to talk about their project measuring local NO₂ levels. Their results showed their area was well over the limit. The findings are backed by research from TfL and King’s College that estimates that at least 80 per cent of Camden school children are breathing illegal air.

Across London more than 800 nurseries, primary and secondary schools and higher education colleges are also at risk because they are located within 150m of a road with illegal air.³

Professor Andrea Sella from UCL ran a similar experiment, pairing chemistry students with school children to investigate air pollution. One student returned in shock at his results. He said: “I cannot believe the air pollution is so bad. The data I’ve got must be wrong.



“It is not possible that a democratically-elected Government should actually allow this to be so harmful – there’s no way this would be permitted!”

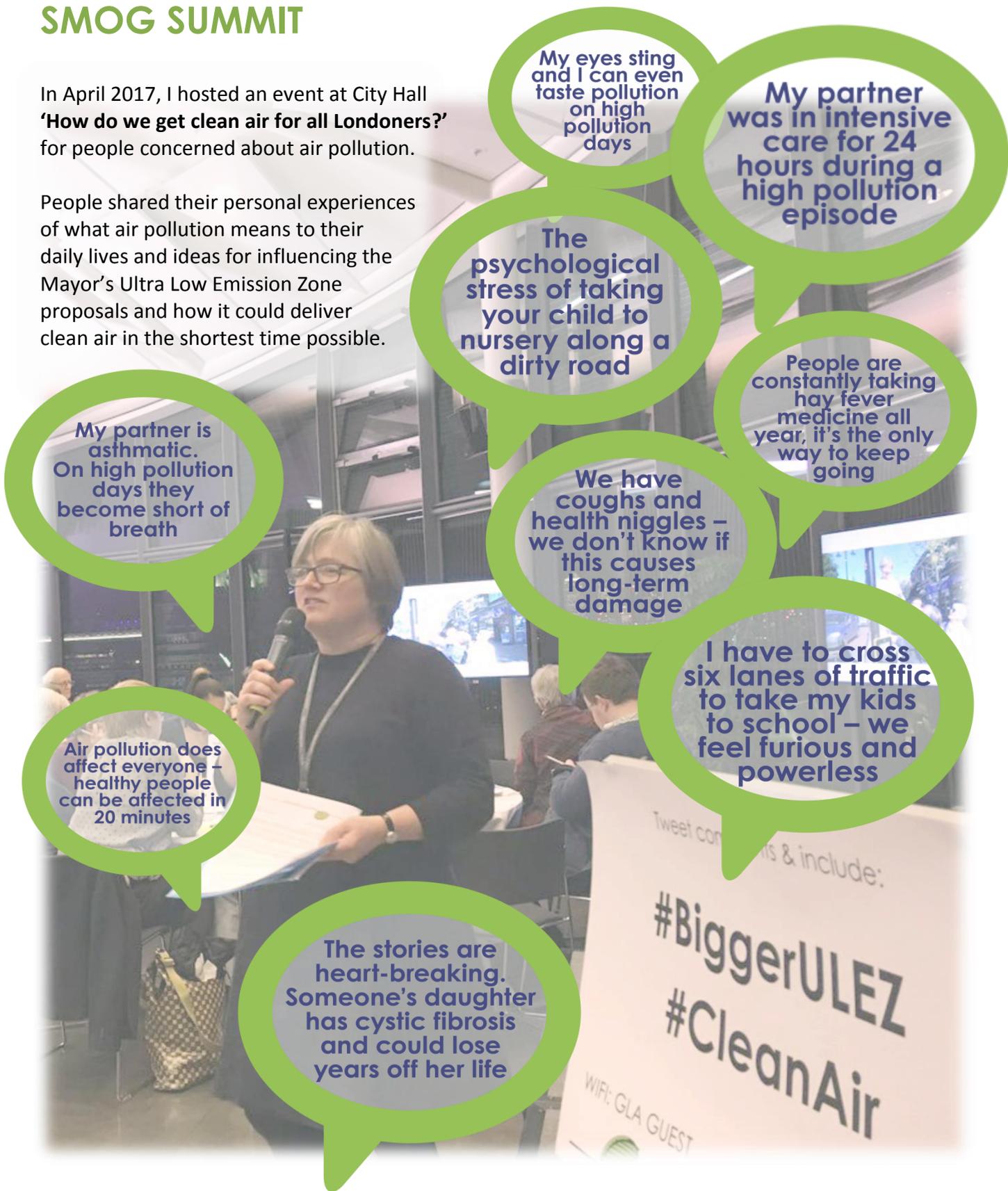
Children growing up in polluted parts of London can have up to 10 per cent less lung capacity than would be expected⁴



SMOG SUMMIT

In April 2017, I hosted an event at City Hall **'How do we get clean air for all Londoners?'** for people concerned about air pollution.

People shared their personal experiences of what air pollution means to their daily lives and ideas for influencing the Mayor's Ultra Low Emission Zone proposals and how it could deliver clean air in the shortest time possible.



My eyes sting and I can even taste pollution on high pollution days

My partner was in intensive care for 24 hours during a high pollution episode

The psychological stress of taking your child to nursery along a dirty road

People are constantly taking hay fever medicine all year, it's the only way to keep going

My partner is asthmatic. On high pollution days they become short of breath

We have coughs and health niggles – we don't know if this causes long-term damage

I have to cross six lanes of traffic to take my kids to school – we feel furious and powerless

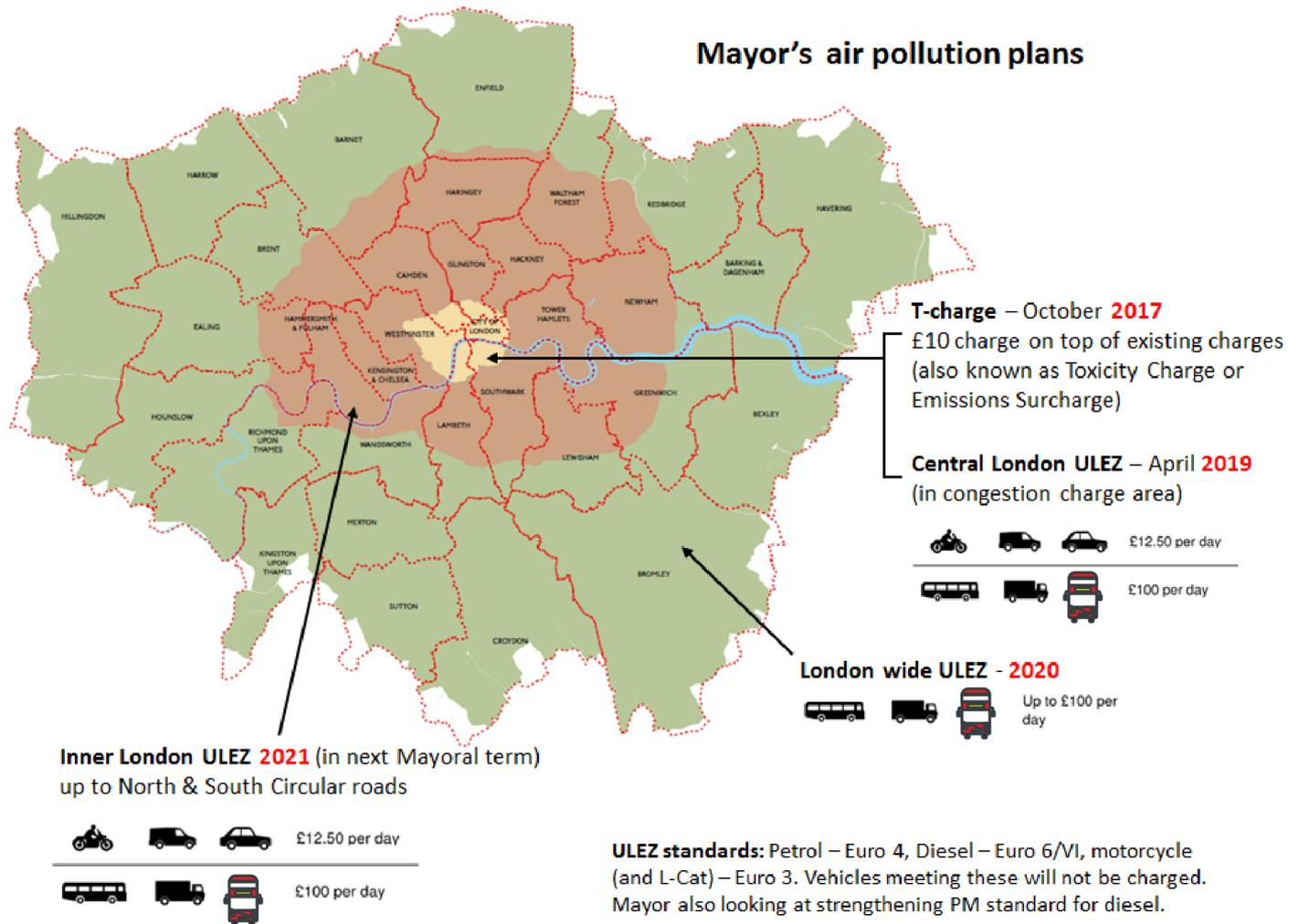
Air pollution does affect everyone – healthy people can be affected in 20 minutes

The stories are heart-breaking. Someone's daughter has cystic fibrosis and could lose years off her life

It was clear they did not want the Mayor to leave them behind as he pressed ahead with his early proposals in inner London locations.

THE MAYOR'S CURRENT AIR POLLUTION PLANS

In his manifesto, the Mayor promised to consult on bringing forward the Ultra Low Emission Zone (ULEZ) and expanding it along major roads or a wider section of central London.⁵



The Mayor is currently consulting on his 2019 central London ULEZ. He plans to extend it to the north and south circular but only by 2021, after his term of office has finished. Londoners outside of central London will be breathing filthy air for years to come.

This isn't good enough. He needs to pick up the pace, not leave the job half done for a future Mayor to complete or cancel as they see fit.

He has also never asked Londoners specifically if they would back a clean air zone covering the whole city, for all vehicles.

It is unfair to pit communities against each other in a battle over who gets clean air.

All Londoners must be able to trust the air they breathe and need the Mayor to consult on a solution that leaves no one out.

WHAT'S WRONG WITH THE MAYOR'S PLAN?

Nitrogen Dioxide (NO₂)

The Mayor predicts a 15 per cent reduction in road kilometres exceeding NO₂ legal limits in central London with the introduction of the 2019 ULEZ.

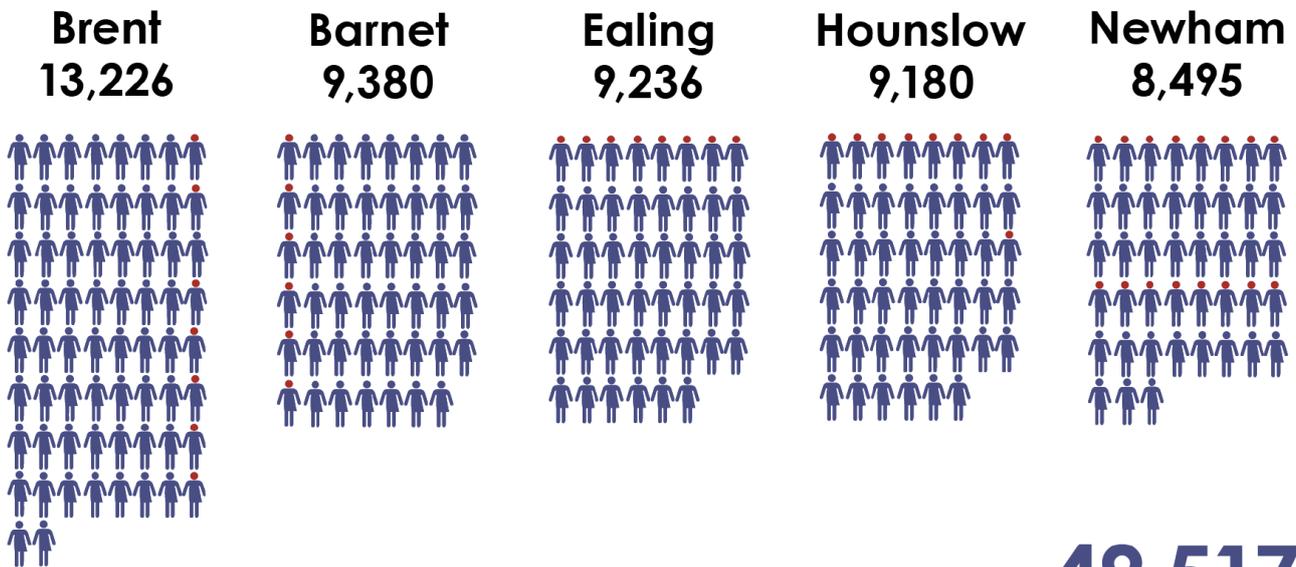
What does this mean for people living in the outer boroughs? This initial ULEZ scheme will leave 199,218 people in inner London and 74,874 outer Londoners still exposed to illegal levels of NO₂.⁷

In contrast, there will just be a two per cent drop in outer London.

And in the suburbs NO₂ levels will only have been reduced overall by 0.3 per cent compared to a 'do nothing' scenario.⁶

For outer Londoners, the Mayor's plans offer little hope of cleaner air any time soon.

HOW MANY PEOPLE WILL STILL BE BREATHING ILLEGAL AIR IN 2019?



49,517
left out Londoners
in five worst affected outer boroughs



Particulate matter (PM_{2.5})

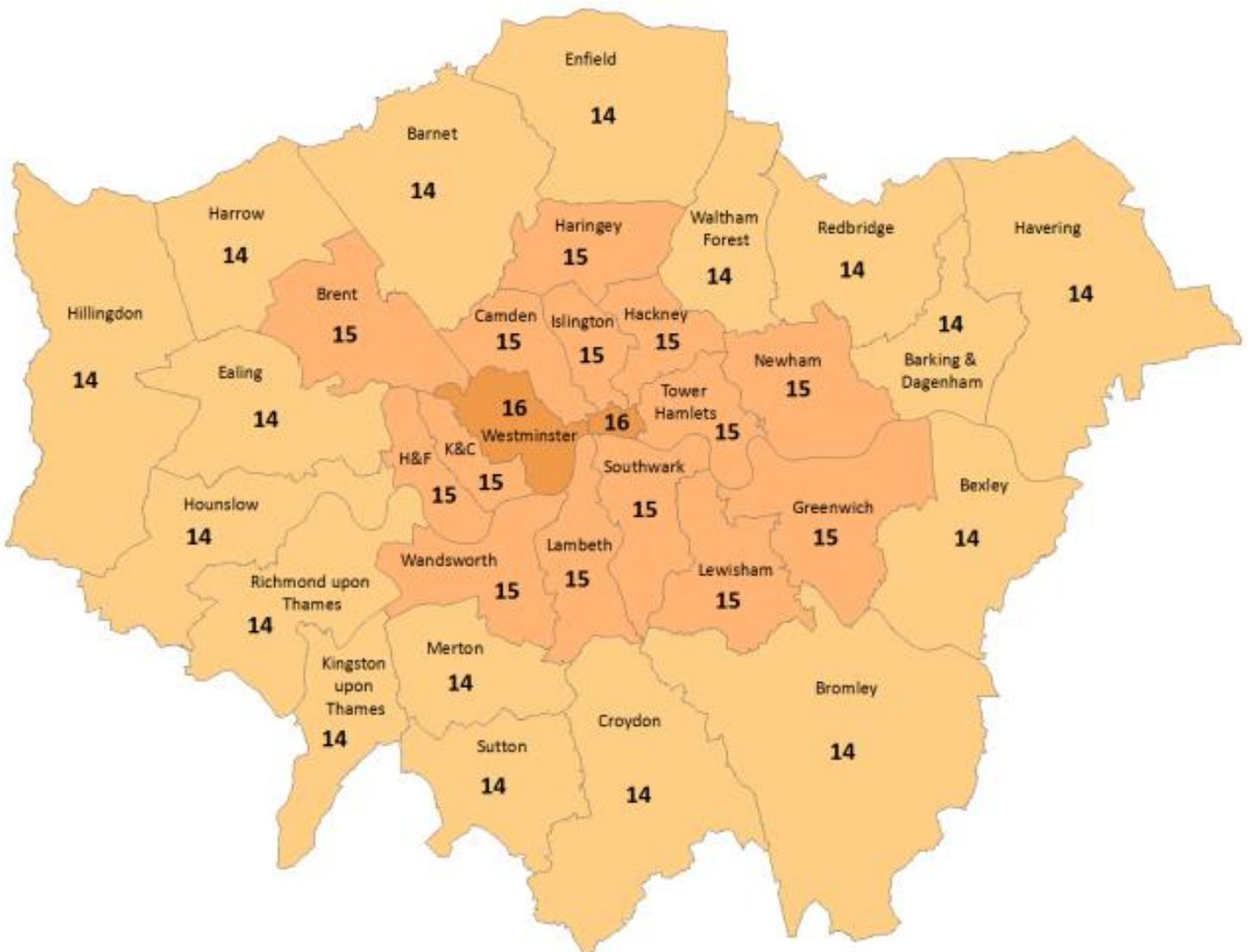
The Mayor predicts that with the introduction of the 2019 ULEZ, all London boroughs will be within the EU limit values (25 µg/m³ annual concentration) for particulate matter (PM_{2.5}).

However, even with the combined impacts of the T-charge later this year and proposed ULEZ in 2019, PM_{2.5} levels will still be significantly over the World Health Organisation (WHO) guidelines.

And studies show there are no safe limits for exposure to PM_{2.5}.

WHO guidelines for PM_{2.5} say people shouldn't be exposed to more than an annual average of 10 µg/m³

The map below shows **every borough** will still bust WHO guidelines of 10 µg/m³ in 2019.⁸



IT'S NOT TOO LATE TO INFLUENCE THE ULEZ

You can tell the Mayor you want clean air for all Londoners so that wherever you live, you can trust the air you breathe.

The Mayor should:

- Aim for all Londoners to breathe safe air within EU limits for NO₂ by 2020
- Consult on a London-wide Ultra Low Emission Zone (ULEZ) for all vehicles
- Base the diesel ULEZ standard on independent 'real world driving' emission tests
- Use World Health Organisation guidelines for the diesel ULEZ particulate matter standard
- Improve public transport, pedestrian and cycling provision, especially in outer London

Responding to the Mayor's consultation

You can still influence the ULEZ by [responding to this consultation before 25 June 2017](#).

The consultation asks for your views on the Mayor's proposals to introduce the ULEZ in the congestion charge area in April 2019 and to strengthen the emissions standards to include particulate matter (PMs).

Your views on expanding the ULEZ will be taken into consideration by the Mayor as he develops

the next stage of proposals that he will publish in autumn 2017.

If you agree with my proposals for a London-wide ULEZ for all vehicles and any of the other proposals, please include them in the 'further comments' section on page two of the consultation.



I WANT TO KNOW WHAT YOU THINK

Please get in touch with me if you have any comments or suggestions.

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This report sets out my views as an individual Assembly Member and not the agreed view of the entire Assembly.

References

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⁶ TfL (2017). *Proposed changes to the ULEZ (start date and emissions standards) Data from Table 22: Population weighted average concentration in 2019* https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-2/user_uploads/ulez-changes---stage-3a---con-and-info-doc---final-v1.0.pdf

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