

## COUNCIL

31 MARCH 2021

### ITEM NO: 15

**TITLE:** “Extension of the Ultra Low Emission Zone and Road Changes in Greenwich”

**PROPOSING COUNCILLORS:** Charlie Davis, Nigel Fletcher, John Hills, Roger Tester, Pat Greenwell, Geoffrey Brighty, Matt Hartley, Matt Clare, Spencer Drury

Council notes under current proposals the Ultra Low Emission Zone (ULEZ) will be extended to the South Circular on the 25th October 2021. This will see the ULEZ cutting through the middle of the Royal Borough of Greenwich and separating communities within the Borough.

It will cost almost £200m to create the network of cameras needed to police the expansion to the A406/A205 ring. These funds could instead act as a pot to fund targeted and tangible clean air initiatives with proven results across London, rather than hitting our most vulnerable and elderly residents who cannot afford to replace their vehicle as well as struggling tradespeople who have seen their income suffer during the pandemic.

Moreover there is a risk of communities just outside of ULEZ (such as Eltham, New Eltham, Woolwich and Plumstead) suffering significant negative impact as road users look to avoid paying the charge by utilising the roads on the boundary of the zone. Additionally, there is a risk that large businesses reshuffle commercial fleets to run more polluting end of life vehicles outside of ULEZ, bringing with it a deterioration in air quality.

Council calls on the Leader of the Council to write to the incumbent Mayor to demand he scrap the extension of the ULEZ and instead create a London Clean Air Fund for Boroughs and community groups to bid for funding from.

Council additionally notes the impact recent road changes within the Royal Borough have already had on some local businesses and residents. Council calls on the Cabinet Member to halt the roll out of any further Low Traffic Neighbourhoods (LTN) or installation of modal filters until a local referendum can be carried out on

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each change which offers residents living within the LTN and neighbouring communities, which will see traffic forced towards them, the opportunity to voice their approval or opposition to the schemes. Any further scheme would only be implemented where a clear majority of local residents and businesses voted in favour of measures.

Council should look at ways of encouraging alternative modes of transport within the Borough such as extending Santander Cycles, and work with neighbouring boroughs and the GLA to assess the levels of non-commercial commuter traffic from outside the Borough. Depending on these results, Council should look to work with neighbouring boroughs to reduce non-commercial journeys that do not bring a benefit to the Royal Borough of Greenwich. Council will carry out a clear equalities impact assessment prior to the implementation of any changes, and will not proceed if it is found they would negatively impact disadvantaged or disabled groups.