

Full Council – 10 July 2023

Amendment submitted by the Labour Group to the Conservative Group Motion

Proposed amendment – To add the wording underlined in red and delete the wording indicated

Don't Punish Brent's Drivers Children

This Council notes that:

1. The Mayor of London has proposed a number of schemes that would ~~penalise support~~ drivers in Brent in transitioning to cleaner, greener vehicles.
2. Introduced in 2019, the Mayor of London oversaw the expansion of the ULEZ ~~in 2021,~~ and now over four million people breathe cleaner air, including children in 1,362 schools.
3. In 2022 the Mayor of London announced that he would be expanding the ULEZ to cover all of London.
4. Prior to the 2021 ULEZ expansion, TfL ran a £61million scrappage scheme. For the 2023 scrappage scheme the Mayor of London has ran out of money and was closed less than a month after it was launched a £110 million scheme, supporting Londoners on low incomes, micro-businesses and disabled Londoners.
5. The former Conservative Mayoral candidate Daniel Korski ~~Mayor of London~~ has claimed that a pay-per-mile drivers charge, alongside “smart” road user charging a daily driving fee, ~~would be a “fair scheme”.~~ introduced by the end of the decade.
6. ~~An 18-minute drive f~~ From Kensal Rise to Sudbury it would take ~~two~~ one buses (the No.18) and ~~some two and a half times longer on~~ is a more efficient journey by public transport.
7. ~~According to the RAC~~ “[The Mayor of London’s] proposals to charge vehicles outside of London to enter the boundary are likely to improve the air quality of those most impacted by poor air hardest on workers such as carers, tradespeople and night-time economy staff for whom there is no alternative to

using a breathing in vehicle emissions. In Brent, 149 residents die every year from toxic air."

8. There ~~are no concession~~ is a grace period for ~~the vehicles registered under the disabled and disabled passenger tax until 2027 elderly or and~~ for those on low income, such as Child Benefit, who need their vehicle to get to work there is an enhanced scrappage scheme.
9. There are ~~not~~ enough new or compliant vehicles to satisfy demand.
10. Because of the impending expansion of the ULEZ, the cost of newer compliant cars has ~~rocketed~~ risen, however making the prospect of buying a suitable car or van will be made even ~~more difficult~~ easier for those on low incomes using the Mayor of London's £110million scrappage scheme.

This Council believes also notes that:

1. ~~If a A~~ scrappage scheme is has been launched for the latest proposed ULEZ expansion, ~~it would likely run out of money quickly – leaving with TfL approving thousands of applications to choose between paying £12.50 a day or having to support those on low incomes or disabled Londoners to buy a new or newer compliant vehicle, without a subsidy. To date 6,982 applications worth over £25 million have been approved.~~
2. ~~Due to Brent's geography, The Mayor of London has confirmed that the introduction of a 'pay-per-mile' scheme would tax Brent residents for travelling across our borough city is not on the horizon, with the "technology quite a long way off". ; it already affects the south of the borough adversely.~~
3. The Mayor of London's schemes will ~~hit~~ cover five million people including commuters, businesses and parents dropping their children off at school to breath cleaner air if ULEZ is expanded to outer London.
4. As Brent residents continue to be challenged by a cost-of-living crisis, these proposals show how ~~out of touch~~ committed the Mayor of London is with to making the needs of Londoners a zero-carbon city by 2030.
5. Air quality is important, but ~~that~~ ULEZ is ~~the wrong~~ just one solution ~~and is a regressive tax~~ in outer London boroughs, with Brent Council committing to its own Climate Emergency strategy, setting out our own route to creating a cleaner, green borough. By wanting to expand ULEZ to outer London Boroughs the Mayor of London's message is that ~~you can~~ pollution, as is no longer as you can afford the £12.50 accepted in our city. The ULEZ will ~~have help tackle negligible or nil impact on toxic~~ air quality but will and the public health effects of emissions that cause significant social and economic harm to our residents.

The ULEZ does not address pollution caused by Diesel ~~electric~~ trains and aircraft.

The ULEZ does not stop polluted air from outside the zone being blown into London and demonstrates why all areas of the UK would benefit from measures to tackle poor air quality.

It is important that The signage ~~is misleading and does not~~ conveys to drivers that they are entering a clean air zone and that they may have to pay for ~~the privilege of~~ doing so.

Therefore, this Council resolves to:

- (1) ~~Condemn~~ Confirm Brent Council's view that the Mayor of London's proposals to ~~tax~~ improve the air quality of Brent residents further from polluting vehicles ~~for~~ driving in the borough are welcome.
- (2) Write to the Mayor of London, ~~urging him to scrap~~ welcoming his plans for ULEZ expansion ~~and 'pay per mile'~~.
- (3) Write to the Mayor of London suggesting that the ULEZ signage be ~~changed~~ improved so as to convey that drivers are entering a 'clean air zone' and that they may have to pay online for doing so. Such signage is in place in Birmingham, Manchester and other cities in the UK.