

## NON-KEY DECISION TAKEN BY A CABINET MEMBER

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

**1. Title of report and reason for exemption (if any)**

Emissions Levy – Statutory Consultation.

**2. Decision maker**

Cabinet member for regeneration, environment and housing

**3. Date of Decision**

24/02/2017

**4. Date report made available to decision maker**

22/02/2017

**5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel**

N/A

**6. Decision**

Agree to the making of the making of the relevant Traffic Management Orders (TMO) and the implementation of

1. A levy of £90 increasing to £150 by year 3 to all diesel vehicles that have a Resident, Business or Trade parking permit in addition to the price of the permits itself.
2. Reduce price of resident permit to £25 for those residents who have an electric vehicle.
3. Undertaking of a statutory consultation to apply the diesel levy to Teacher's permit and apply a £40 reduction to business and trade permits with electric vehicles. This is in line with the reduction that is applied to resident permits for electric vehicles.
4. Agrees to exercise his discretion not to hold a public inquiry on the Consultation

**7. Reason for decision**

The current data and research around vehicle emissions shows that diesel cars are disproportionately responsible for poor air quality. There is also a clear link made by health professionals between air quality and mortality.

As a council we have a legal duty to take action to tackle poor air quality. One of these measures is to incentivise those with parking permits away to move towards more environmentally friendly cars. This is why we are reducing vehicle permits for those with electric cars.

Current research shows that there are thousands of deaths a year in London caused by poor air quality, and therefore the Council must take all possible action to address air quality. In Merton it is estimated that 6.4% of deaths are linked to air quality and the introduction of a levy is a measure we can introduce to tackle air quality. It also contributes to asthma in young people. Diesel cars produce nitrogen oxides and small particle which can cause breathing difficulties to vulnerable people and those with existing respiratory conditions.

**8. Alternative options considered and why rejected**

The Council could consider not to take any action; however it would be failing in its statutory obligation in terms of addressing health related concerns as a direct result of poor air quality. All current data and research around vehicle emissions shows that diesel cars are disproportionately responsible for poor air quality. There is also a clear link made by health professionals between air quality and mortality.

- 8.1 The council has declared the whole borough as an air quality management area, and as such has a legal duty to take action to tackle poor air quality. The Council is reviewing all of the measures that it can take as a local authority to address this problem. One of these measures is to incentivise those with parking permits away from the more polluting vehicles, in the same way as other authorities have.
- 8.2 The Council must take responsibility for the health of its residents including vulnerable groups such as those with existing breathing difficulties, the young and the elderly. It is acknowledged that there are some residents who feel that the levy is unfair but the current research shows that there are thousands of deaths a year in London caused by poor air quality, and therefore the Council must take all possible action to address air quality. The introduction of the levy is one of many.
- 8.3 As well as residents parking levy the Council will continually review how it can influence all vehicles in the borough e.g. through non-residential parking, Clear Air Zones or lobbying GLA / TfL for cleaner public transport.
- 8.4 The risk in not addressing the issue would be irresponsible and could be considered as a failure by the Council to discharge its statutory obligations.

**Declarations of Interest: None**



Cllr Martin Whelton  
Cabinet member for regeneration, environment and housing  
24 February 2017