

Dear Geoff,

I am submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport & Sustainability Committee meeting of 8th October, 2019.

Myself and my Green colleagues note that the Chair of the Environment, Transport and Sustainability Committee, Cllr Pissaridou, has clarified that she shares the Green Party commitment to achieving a carbon neutral city by 2030. We also welcome the Chair's comments expressing concern about the illegal levels of air pollution in Brighton and Hove. However, it is clear that more needs to be done.

In January 2015, the council introduced a Low Emission Zone (LEZ) for buses in the city centre of Brighton and Hove. The LEZ has led to considerable investment in bus engine technology and recently in moves to introduce hybrid and electric buses, and we welcome and celebrate the result of this positive partnership working.

However, whilst air pollution levels have slightly improved, they remain at an illegal level. Our own city is one of 40 in the U.K listed by the World Health Organisation as breaching safe air pollution limits. In Brighton and Hove exposure to pollutants in the air is linked to 175 deaths each year and is a factor in many health conditions. The council must go further to address the crisis of air quality in our city, as well as the climate emergency.

The current Low Emission Zone only affects buses. This must change. We therefore asking the Chair to work with us to introduce an Ultra Low Emission Zone that also covers private vehicles, (including trucks, vans and trade vehicles) in the city centre of Brighton and Hove. Adopting an Ultra Low Emission Zone will allow us to work with all transport users to reduce emissions.

London has introduced an Ultra Low Emission Zone and this has proved to be successful in improving air quality and reducing traffic. Between February 2017 and July 2019, London saw a 20% reduction in concentrations of NOx. Alongside improvements to public transport infrastructure, introducing an ULEZ would encourage residents to use public transport or active travel such as walking and cycling. The money generated from the scheme should be ring-fenced for investing in active travel schemes such as the LCWIP, as well as public transport initiatives and towards achieving a carbon neutral city by 2030.

We would like to formally request a report to the next meeting of the Environment, Transport and Sustainability Committee on Brighton and Hove adopting an Ultra Low Emission Zone. As a first step, we would also like to seek clarification of whether Brighton and Hove Council has the requisite powers to introduce an ULEZ and or congestion charge. Assuming the council can do this, Green Party councillors wish to work with the Labour administration and officers to develop such a ULEZ in Brighton and Hove. We recognise the need to work together to establish the geographical zone affected, the technology needed to enact it, exemptions (e.g. for disabled people who rely on cars, and trade vehicles), the economic impact of lost parking revenues, and the cost applied to vehicles that drive into the Ultra Low Emission Zone.

Most importantly, we need to work with our city's communities to ensure the damaging impact of air pollution is reduced, to the benefit of all those living, working and travelling around our city.

Yours sincerely,

Cllr Heley

Cllr Lloyd

Cllr Davis

Cllr West