

MAYOR OF LONDON

Len Duvall OBE AM

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Date: 28 August 2025

Dear Len,

London Assembly (Plenary) Meeting 5 June – Motions

Thank you for your letter about the motions agreed at the London Assembly (Plenary) meeting on 5 June. My replies to motions 3.1 and 3.9 are below.

Motion 3.1 – Givinostat Early Access Programme

I am grateful to the Assembly for raising this sensitive issue. I can understand that any parent with an eligible child with Duchenne muscular dystrophy who could benefit from the treatment would want to be able to get early access to this drug, and that any waiting period or delay in access will be worrying for both patients and families.

I have liaised with NHS England and understand that there is not currently a national policy regarding accessing the drug Givinostat.

The criteria for patients to enter the expanded access programme are set by the pharmaceutical company, and NHS Trust clinicians make a local decision on participation and resources allocated.

I understand that Great Ormond Street Hospital and the Evelina London are taking part in a free-of-charge scheme for their patients and are contacting patients as quickly as they can.

While Givinostat showed promise in clinical trials, as you are aware, it is awaiting a decision from the National Institute for Health and Care Excellence (NICE) as to whether it will be made available to patients on the NHS. The provisional schedule gives an expected publication date for their appraisal of 18 September 2025. It would not be appropriate for me to speculate or seek to influence the outcome, given that I do not hold responsibility for the commissioning or delivery of NHS services.

NICE evaluates new health technologies for NHS use, considering clinical effectiveness and value for money, and is currently appraising the clinical and cost-effectiveness of Givinostat within its marketing authorisation for treating Duchenne muscular dystrophy in people six years old and over.

I will ask NHS colleagues to provide me with an update on how patients will be impacted once the appraisal decision is published.

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Motion 3.9 - Addressing the Impacts of 'Carspreading'

Tackling the risk posed by Sport Utility Vehicles (SUVs) or pickup trucks is challenging, because there is no technical definition yet of what constitutes an SUV. However, I share your concern about the growing dominance of larger vehicles on London's roads, which has real implications for road safety, congestion and the environment. That is why it is so important to make urgent progress towards my clear ambition for 80 per cent of journeys in London to be made by walking, cycling or public transport by 2041, as set out in my Transport Strategy.

For the purposes of the Ultra Low Emission Zone, Transport for London (TfL) uses Euro standards to assess vehicle emissions, enabling action against the most polluting vehicles regardless of engine size or body type. There are currently no limits on non-exhaust emissions from tyre, brake and road wear. Brake and tyre wear limits will be introduced through the new Euro 7 standards – not yet adopted in the UK – starting with brake wear for new type-approved light vehicles in late 2026.

To respond to these important issues, TfL recently co-funded a study on this subject that showed increased vehicle weights lead to increased brake, tyre and road wear, which causes more harm to air, soil and water quality. TfL is also expanding its evidence base to understand the full impact of large vehicles on safety, the environment, congestion, kerbside demand and mode shift. TfL draws on the latest research to inform and shape its policy options.

In response to your recommendations to:

- Write to the Department for Transport asking that they update vehicle regulations to introduce tighter limits on passenger vehicle size and bonnet height.
- Write to HM Treasury asking that they introduce a progressive tax on passenger vehicle weight into Vehicle Excise Duty.

TfL is looking at these issues as part of the research outlined above, which will also inform emerging work on Vision Zero Action Plan 2. The Plan is expected to be published later this year.

- Write to London Councils asking them to explore the feasibility of boroughs charging higher parking charges to SUVs to account for pressure they put on road space and local parking spaces.

TfL and London Councils are jointly developing practical guidance on how to use kerbside space better. The aim of this work is to help ensure that London's street space is used more efficiently, more fairly, and in a way that supports safe, healthy and sustainable travel.

I have asked TfL to keep the Assembly updated on its activity and progress.

Yours sincerely,



Sir Sadiq Khan
Mayor of London