

# MAYOR OF LONDON

**Jennette Arnold OBE AM**

City Hall  
The Queen's Walk  
More London  
London SE12AA

**Our ref:** MGLA280515-6509

**Date:** 29 JUN 2015

Dear Jennette

Thank you for your letter about the motion that was passed by the London Assembly at Mayor's Question Time on 21 May.

I support the Government's policies to increase home ownership. I have asked my officers to start to assess the impact of Right to Buy in London. This will of course be adapted as the policy is developed.

It is fantastic to hear how supportive the Assembly and the London Boroughs are of the steps I am taking to tackle poor air quality.

As I said during the meeting, if boroughs would like to be part of a larger Ultra Low Emission Zone (ULEZ), then I see no reason in principle why they should not be. However, there are practicalities that must be taken into account. This includes how to fund the implementation of a larger area, which would require the installation of additional Automatic Number Plate Recognition cameras and associated back-office system upgrades. The 'cost of compliance', in terms of the additional vehicles that would need to be upgraded or be subject to a charge, would also need to be considered.

Sir Peter Hendy recently wrote to London Councils setting out the work Transport for London (TfL) will do to look at the feasibility of extending the ULEZ area. This included:

- Reviewing all suggestions for amendments to the ULEZ boundary.
- Considering options to be assessed, driven by air quality impacts, implementation and compliance costs and the general workability of options.
- Undertaking high-level assessment of options, alongside other possible measures (e.g. tightening the standards for the London-wide Low Emission Zone, which might prove to be more effective than expanding ULEZ).
- Feeding back findings to stakeholders later this year, including London Councils, before undertaking more detailed assessment and modelling of a short list of options and reporting findings of the detailed assessment work to stakeholders in early 2016, for discussion about the next steps.

This is in addition to TfL's and my continuing work to drive down emissions ahead of 2020. This includes:

- The development of TfL's Ultra Low Emission Vehicle Delivery Plan for London and TfL's Freight Strategy, both to be published later this year.

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- My proposed London Local Air Quality Management framework, which will be subject to consultation.
- The continuing Mayor's Air Quality Fund, the next round of which will provide £8 million in funding, including £2 million for two Low Emission Neighbourhoods, a key measure for tackling pollution hot spots identified in TfL's Transport Emissions Road Map and;
- Continued investment in walking, cycling and public transport to encourage and support a shift to more sustainable travel.

In terms of a wider ULEZ bringing London to compliance by 2020, this would not be enough on its own. It is estimated that ULEZ will bring us to 80 per cent compliance in central London and this would be the case even if the zone covered a larger area, therefore in order to reach full compliance I am calling on Government and the EU to take more action.

I call on the European Commission to:

- Approve a new protocol for real world testing of the new Euro 6 engine emission standard to make sure it delivers; the Commission also needs to help accelerate the uptake of these cleaner vehicles.
- Make it easier to access and combine EU funding like structural funds to tackle pollution and create an Urban Clean Air Fund for European cities.

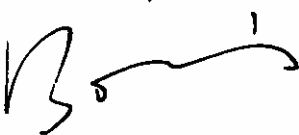
I will be lobbying for central government to:

- Ensure fiscal incentives only encourage and promote the cleanest vehicles, and consider both carbon and air pollutant emissions in any eligibility requirements.
- Update the Clean Air Act to give councils the right powers to deal with local emissions such as from construction site machinery.
- Support a local approach to air quality by following London's lead in providing £20m for pollution hotspots.
- Help London's public transport go ultra-low emission by 2020, by protecting the existing funding for supporting ultra low emission vehicles and providing additional funds for hybrid, electric and hydrogen buses and the charging infrastructure needed to support ultra low emission vehicles.
- Tackle building emissions by considering air quality alongside CO<sub>2</sub> in the Department for Energy and Climate Change's priorities.
- Put air quality at the heart of health by using Public Health England to argue for tackling air pollution and reducing exposure.

I trust this information is helpful and reassures you that I am doing everything I can to improve London's air quality as quickly as possible.

Thank you again for writing to me.

Yours ever,



**Boris Johnson**  
Mayor of London